

UP TO DATE



"Hongkong Telegraph"
for The Hongkong Morning Post, Ltd.
1 or 2 parts daily Standard paper.
Units generally fair, but very.

Dollar on Deck
Lighting-up Time
High Water:

Library, Supreme Court

The Hongkong Telegraph.

C. E. WARREN & CO., LTD.

FOUNDED 1861

NO. 2247

六月四號

SATURDAY, APRIL 11, 1931.

四月廿二日

£15 PER ANNUM
SINGLE COPY 10 CENTS

LOCAL BRANCH.

Pedder Building.

NINE DAYS WONDER AIR TRIP.

SIX-FOOT PILOT'S RECORD.

LYMPNE TO PORT DARWIN.

SPLENDID FEAT.

London, Apr. 10.

Mr. Charles William Anderson Scott, late of the Royal Air Force, completed his spectacular flight from Lympne to Port Darwin (England to Australia) setting up a new record of 9 days, 3 hours, compared with Kingsford Smith's 9 days, 21 hours, and Hinkler's fifteen and a half days.

When Hinkler completed his trail-blazing solo flight to Australia, his time was accepted as a remarkable achievement, and the Australian airman became a popular hero. Scott has cut his time almost in half, setting a formidable mark for future record-breakers to aim at.

A wildly cheering crowd greeted him as he climbed out of the cockpit at Port Darwin, disclosing to man, friends among the assembly that he had hardly had a wink of sleep for ten days. He carried a black golliwog doll, belonging to his daughter, which he had adopted as his mascot, wherever he went.

Press Comment.

Since April 1st he has flown within a few hours of his pre-arranged schedule, and this evening's papers comment on his fine display of physique and morale, besides the carefully laid plans which this implies.

Kingsford Smith has expressed his pleasure that Mr. Scott has set up the new record, which was made with an engine of the same type as used by the more famous airman. It behaved perfectly throughout.

Premier's Message.

Many other messages of congratulation have been received by the airman, including one from Lord Amulree, the Secretary for Air, on behalf of the Air Council, and one from the Prime Minister, Mr. Ramsay MacDonald who said: "Delighted to hear of safe arrival and congratulate you on a wonderful achievement!"

Mrs. Scott and her little daughter, who are staying near London, were overjoyed by to-day's news after many days of anxious strain.

The stages of Mr. Scott's route, which was carried out almost exactly to schedule, were:

Miles

Apr. 1.—Lympne-Belgrade-Sofia	1,248
2.—Sofia-Aleppo	990
3.—Aleppo-Bushire	980
4.—Bushire-Karachi	1,160
5.—Karachi-Allahabad	950
6.—Allahabad-Rangoon	1,240
7.—Rangoon-Singapore	1,320
8-9.—Singapore-Sourabaya-Bima	1,620
10.—Bima-Port Darwin	960
(Total, 9 days, 3 hrs.)	10,358

Re-fuelling depots were laid down at twenty-one places in the course of the flight.

Born in London.

The airman was flying a 120 h.p. Gipsy Moth in which four extra petrol tanks had been installed, giving a total capacity of 101 gallons, and a flying range of 1,480 miles.

Mr. Scott flew the whole journey in breeches, shirt, and coat, carrying no spare clothing of any description. His machine had a cruising speed of 92 miles an hour, and a maximum speed of 108 miles an hour.

The airman is normally engaged in piloting commercial aircraft in Queensland. He is 28 years of age, and a native of London, being educated at Westminster School. He went to England to purchase a light

(Continued on Page 13.)

Jewel Theft on Takada.

Cabin Rifled By Unknown.

\$10,000 LOSS.

Nearly \$10,000 worth of jewellery was the extent of the loss sustained by Mr. E. F. Campbell, a passenger on the s.s. Takada, as the result of a theft committed in his cabin yesterday.

Mr. Campbell is a through passenger from Calcutta to Shanghai. The theft, according to a report received by the police, occurred while the Takada was in harbour last night.

An unknown person is supposed to have entered Mr. Campbell's cabin during the absence of the occupant and to have taken the jewellery from a suitcase.

The police who have been notified of the robbery, are making enquiries.

On Thursday, according to another report received by the police, Mr. Harwood, who is second officer of the ship, was similarly victimized, monies to the extent of \$30 being stolen by an unknown maurauder from his cabin.

ECHO OF BORDER TRAGEDY.

ARMS GRILLES FOR POLICE STATIONS IN N.T.

TENDERS INVITED.

The Government to-day invites tenders for the construction of Arms Grilles to nine police stations in the New Territories, apparently as an echo of the shocking affair at Loknachau in July last when an Indian constable ran amok, murdering the wife of a European sergeant and committing suicide after killing P.C.B.9.

The affair will be remembered as one of the most sensational in the annals of the Hongkong Police. A protracted enquiry was held and the jury found that there had been a lack of initiative in handling the situation by the Indian police on duty at the isolated Border station, and that there was undue delay in entering the station after reinforcements had arrived.

The jury recommended that a European officer should always be present at outlaying stations, even if this involved augmentation of the European staff. No recommendation was made regarding the provision of arms grilles, though the evidence regarding the control of arms was not entirely satisfactory. Tenders will be received at the Colonial Secretary's Office until noon of Monday, April 20.

BUS COLLIDES WITH TRUCK.

WARDER INJURED BY GLASS SPLINTERS.

Mr. Falla, a warden at Lai-chi-ko Prison, was injured when a motor bus in which he was proceeding on the Cheung-shawan Road yesterday morning collided with an earth truck.

The bus at the time was proceeding to Tsim Sha Tsui, when the mishap occurred. It is alleged that the barrier guarding the light railway line at Cheung-shawan was raised when the bus approached the spot, a fact which is said to have induced the driver to proceed.

In the collision which followed as a fully loaded earth truck appeared and ran into the bus, considerable damage was caused to the rear front side of the bus. The impact shattered the glass windows, and Mr. Falla, who was seated in front, was struck by flying glass splinters. He however, received only slight cuts.

A report has been made to the police.

AN ANTI-JAPANESE NEW YORK DEMONSTRATION.

COMMUNIST KNOCKED DOWN BY POLICEMAN.

ROYAL PAIR ARRIVE.

New York, Apr. 10. In spite of rigorous police precautions—extra guards were assigned to protect the Royal couple in view of rumours of a proposed Communist demonstration—a crowd of Communists made scenes on the arrival of the Japanese Prince Takamatsu and Princess Takamatsu from England to-day.

The exact extent of the haul has yet to be checked, but, according to a preliminary estimate, it is believed to be over 3,000 taels, and in the prepared state in which it was found, to exceed over \$40,000 in value.

Revenue Officers speak of a laborious search made on the appearance of the ship in the harbour yesterday, this eventually resulting in the location of the big cache in water tanks underneath the boiler.

While the search was in progress, the particular section of the tank in which the opium was secreted was allegedly flooded with water, but the opium was retrieved. It was, however, in a state which will probably make the task of the Analyst much more difficult than normal.

Three members of the engine staff, all Chinese including the third engineer, who were in that compartment of the ship at the time, were taken into custody. They made their first appearance before Mr. Schofield at the Central Magistracy this morning.

Two of the accused admitted knowledge of the contraband and were remanded to another date. The third man, the third engineer, was discharged, after a plea of not guilty was returned on his behalf by Mr. Horace Lo and after the prosecuting Revenue Officer had withdrawn the charge in his case.

On Thursday, according to Dr. Wang said some of the Powers were maintaining a stubborn attitude, and unless they made some concessions, a deadlock would result.

The British Government

were said Dr. Wang, insisting

that extraterritoriality should be retained at Shanghai, while the majority of the other

Powers desired regional and gradual abolition. These demands were opposed to the

policy of the Nanking Govern-

ment.

Dr. Wang added that the insistence of the Powers on a reform of China's judicial system before consenting to abolition of extraterritoriality might make further negotiations abortive.

Dr. Wang added that the in-

sistence of the Powers on a

reform of China's judicial

system before consenting to

abolition of extraterritoriality

might make further negotiations

abortive.

It is notable that between July and October, 1929, 308,929 persons were inoculated against cholera in Greater Shanghai. Over 700 suspicious cases were found, of which 128 were confirmed.

Since the beginning of 1931, there have been 87 cases, and 12 died.

The day of the bellowing

sergeant-major has passed, as Mr.

Lai Tee ought to know, and I am

prepared to challenge him to learn

the mechanism of a Vicker's gun

and how to bring its section of

gun into action, all in the course

of five days.

In conclusion, I wish to con-

gratulate Mr. Lai Tee on his arro-

gance in presuming that his vaing

utterance has helped in any way

to blow up an ephemeral bogey.

Surely someone should recom-

mend him for special mention,

or even a medal; let us pin to his

bureau the order of the Gard du

Nord—with two bars, both closed.

—Yours etc.

\$40,000 Opium Seizure.

Tank Flooded Before Discovery.

THREE ARRESTS.

A big seizure of opium was made by Revenue Officers yesterday on the s.s. Kong Pong, a Chinese coastal steamer, on arrival from Swatow.

The exact extent of the haul has yet to be checked, but, according to a preliminary estimate, it is believed to be over 3,000 taels, and in the prepared state in which it was found, to exceed over \$40,000 in value.

Revenue Officers speak of a laborious search made on the appearance of the ship in the harbour yesterday, this eventually resulting in the location of the big cache in water tanks underneath the boiler.

While the search was in progress, the particular section of the tank in which the opium was secreted was allegedly flooded with water, but the opium was retrieved. It was, however, in a state which will probably make the task of the Analyst much more difficult than normal.

Three members of the engine staff, all Chinese including the third engineer, who were in that compartment of the ship at the time, were taken into custody. They made their first appearance before Mr. Schofield at the Central Magistracy this morning.

Two of the accused admitted knowledge of the contraband and were remanded to another date. The third man, the third engineer, was discharged, after a plea of not guilty was returned on his behalf by Mr. Horace Lo and after the prosecuting Revenue Officer had withdrawn the charge in his case.

On Thursday, according to Dr. Wang said some of the Powers were maintaining a stubborn attitude, and unless they made some concessions, a deadlock would result.

The British Government

were said Dr. Wang, insisting

that extraterritoriality should be retained at Shanghai, while the majority of the other

Powers desired regional and gradual abolition. These demands were opposed to the

policy of the Nanking Govern-

ment.

Dr. Wang added that the in-

sistence of the Powers on a

reform of China's judicial

system before consenting to

abolition of extraterritoriality

might make further negotiations

abortive.

PRINCE OF WALES RETURNING.

SPECIAL WIRELESS APPARATUS ON LINER.

London, Apr. 10.

The Prince of Wales' South America tour, on which he has been accompanied by Prince George, concludes at the week-end when they sail for Lisbon in the liner Ariana.

The special short-wave wireless apparatus by which the Prince

King is keeping in touch with Homo on the next journey on the liner

Europeas has proved so useful and

so pleasantly expressed and

always so acceptable.

The silk forwarded from Hongkong by the Empress of Russia on the 18th March arrived in New York (St. John's Park) and Hoboken, the 8th April, having been 21 days in transit.

##

**THE HONGKONG
PENINSULA HOTEL:**
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

and
SHANGHAI;
ASTOR HOUSE: PALACE HOTEL:
HOTELS

LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
KOWLOON.

UNDER THE PERSONAL SUPERVISION
AND ATTENTION OF—

H. J. WHITE.

Phone No. 58008. Cable "KOWLOTEL"
Hongkong.

BENOWNED BEER NOW DRAUGHT.
Steel, Coulson's renowned Beer is now on Draught
at the

PALACE HOTEL
KOWLOON.

PENANG

Music
Daily.



Dinner
Dance
Twice weekly

RUNNYMEDE HOTEL.

The Premier Hotel in Malacca.
With beautiful private lawns to the Sea.

TWENTY ADDITIONAL ROOMS—COMPLETELY MODERNISED
AND RE-FURNISHED ARE NOW READY.

RUNNYMEDE HOTEL, LTD.
George Goldsack,
Manager.

EUROPE HOTEL
SINGAPORE.

"RENNED BY RECOMMENDATION"
DANCING: After Dinner every Tuesday, Thursday and Saturday.

MUSIC: On the VERANDAH—
Monday to Friday—7.45 p.m. to 8.30 p.m.
Saturdays—12.30 p.m. to 1.30 p.m.
and 8.00 p.m. to 8.30 p.m.
Sunday Concerts—9.30 p.m. to 11 p.m.

Robert Drescher's Famous Viennese Orchestra
Plays During Tiffin and Dinner Every Day.

GRILL:

Telephone, 5341 (8 lines)
Cables "EUROPE" Singapore.

ARTHUR E. ODELL
Managing Director.

MASSEUR R. SHIMIDU.
MASSEUR S. HONDA.
MASSEUR S. KISAKI.
Recommended for many years of
Government Civil Hospital, Peak
Hospital, etc., and by all the local
doctors.
24, Wyndham Street Tel. 24045.

MRS. MOTONO,
Massage.
Hand and Electric

816 Wyndham Street.

SALESMAN SAM



Gets you well

and keeps you well
that is the object
of SCOTT'S
Emulsion which
heals, nourishes and
strengthens. Your
doctor knows it.
Ask for

**SCOTT'S
Emulsion**
The protector of life

CORRESPONDENCE.

Export Liquor Trade.

[To The Editor of Hongkong
Telegraph.]

Sir.—It is probably not realised by the majority of people that most of the liquor business done in Hongkong is done with Chinese dealers for export to other parts of South China, and that the new rules imposed by the Government recently, regarding the export of Liquor, are slowly but surely killing, what, to a good many merchants and dealers, is quite a profitable trade.

The new law is, briefly, that a Chinese concern may only export liquor from the Colony after first depositing local duty for same at the Imports & Exports Office. This deposit is returnable in full upon production of a certificate of landing at destination.

It is, of course, obvious to anyone who has or has had dealings with China that to get a certificate of any kind from Chinese authorities you need a good deal of time, and great patience. How then, can any Chinese dealer be expected to lock up possibly several thousands of dollars for a month or so without interest until he receives his certificate? They very naturally will not comply with the Government demands and therefore no export business is being done, and a large amount of profit to British importers is being lost. One would think that in these days of low exchange when the merchant is beset with all kinds of difficulties, the Government would try to help rather than hinder. The export of liquor is only a very minor matter compared with other business done with China, but to the merchants concerned, it is not amusing to see turnover figures falling by thousands monthly. When it is too late, possibly something will be done.

IN BONN VINCE.

SHANGHAI SUIT.

MR. EDWARDS' CLAIM
COMPROMISED.

Shanghai, April 10.
Mr. Edwards to-day accepted the Shanghai Municipal Council's offer to pay him his full salary under the agreement up to September 1932. This will be paid in a lump sum of approximately Tls. 60,000, and includes superannuation,

children's bonus and passages. His services will terminate on April 15.—Reuters.

[Mr. Edwards' claim against the Council was for £5,000 as damages for alleged breach of agreement, plus pay at the end of his agreement and passage money. Petitioner claimed that the notice of the termination of his agreement was a breach of the warranty given by the Council's London agents. The respondents had always held that their service was a permanent one. The respondents denied that their agents gave the alleged warranty of permanency of service, or, if they did so, they had no authority. The Council denied

that their service was a permanent one, and also denied any obligation to reengage Mr. Edwards or to renew his employment beyond September 1932. Mr. Edwards arrived in Shanghai in July 1923 and his agreement was entered into in August. In April, 1924, under a new agreement petitioner was appointed Senior Assistant. In May, 1925, he was appointed Assistant Secretary, and in April of the following year, he was made acting Secretary, being appointed Secretary, in October, 1928, at a monthly salary of Tls. 1,600. The agreement regarding the Secretarship was renewed in December, 1929.]

A. B. MOULDER & CO. LTD.

CHINA BUILDING.

Sole Agents for South China.



Beautiful Switzerland sends
you the best it produces

the wonderful "BEAR BRAND" milk.
Right from the Emmenthal, the classic
Swiss milk centre, "BEAR BRAND"
is even more than Swiss milk, it is
real Emmenthal milk.

Obtained from inspected cows only,
scientifically sterilized at a model
factory, it comes straight to you. A
real health giving milk.

Science has achieved a great deal,
yet nothing will ever replace the
quality of the green crop which is
grown on the pastures of the Emmenthal.
It serves to produce "BEAR
BRAND" milk and that is why there
is no substitute for it.

BEAR BRAND



AMOCARISTS
OF HONGKONG

AT THE STAR Final Showings To-day
At 2.30, 5.20, 7.20 & 9.20

DASHING,
DARING
THRILLING
100%
ALL
TALKING



RONALD COLMAN in
RAFFLES

Presented by
SAMUEL GOLDWYN



GLORIA SWANSON
IN
WHAT A WIDOW!

UNITED ARTISTS PICTURE
AT THE WORLD Final Showings To-day
At 2.30, 5.15, 7.15 & 9.20.

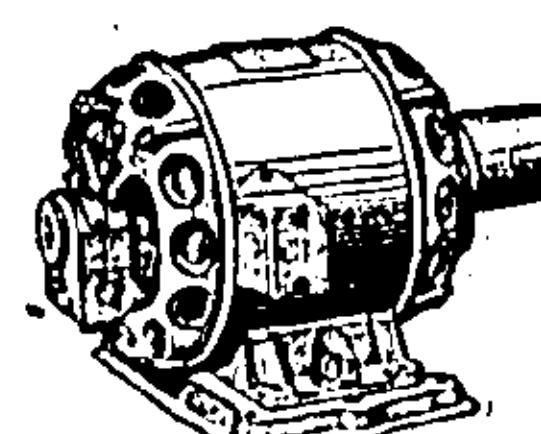
For the Best
LOCAL VIEWS

and
PORTRAIT PHOTOGRAPHS

Go To
MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

Century



Keep Cool!



Century Ceiling Fans Do Two Things Better

Move the largest volume of air,
on fast speed, when temperature
and climatic conditions
require.

When desirable, at slow speed,
provide only such air circula-

tion as is necessary to prevent
discomfort and fatigue in
crowded, poorly ventilated and
overwarm rooms.

tion as is necessary to prevent
discomfort and fatigue in
crowded, poorly ventilated and
overwarm rooms.

Obtainable from all Electric Dealers and—

SHEWAN TOMES & CO.

SOLE AGENTS. CANTON.

That's Customary



By Small



GOOD!

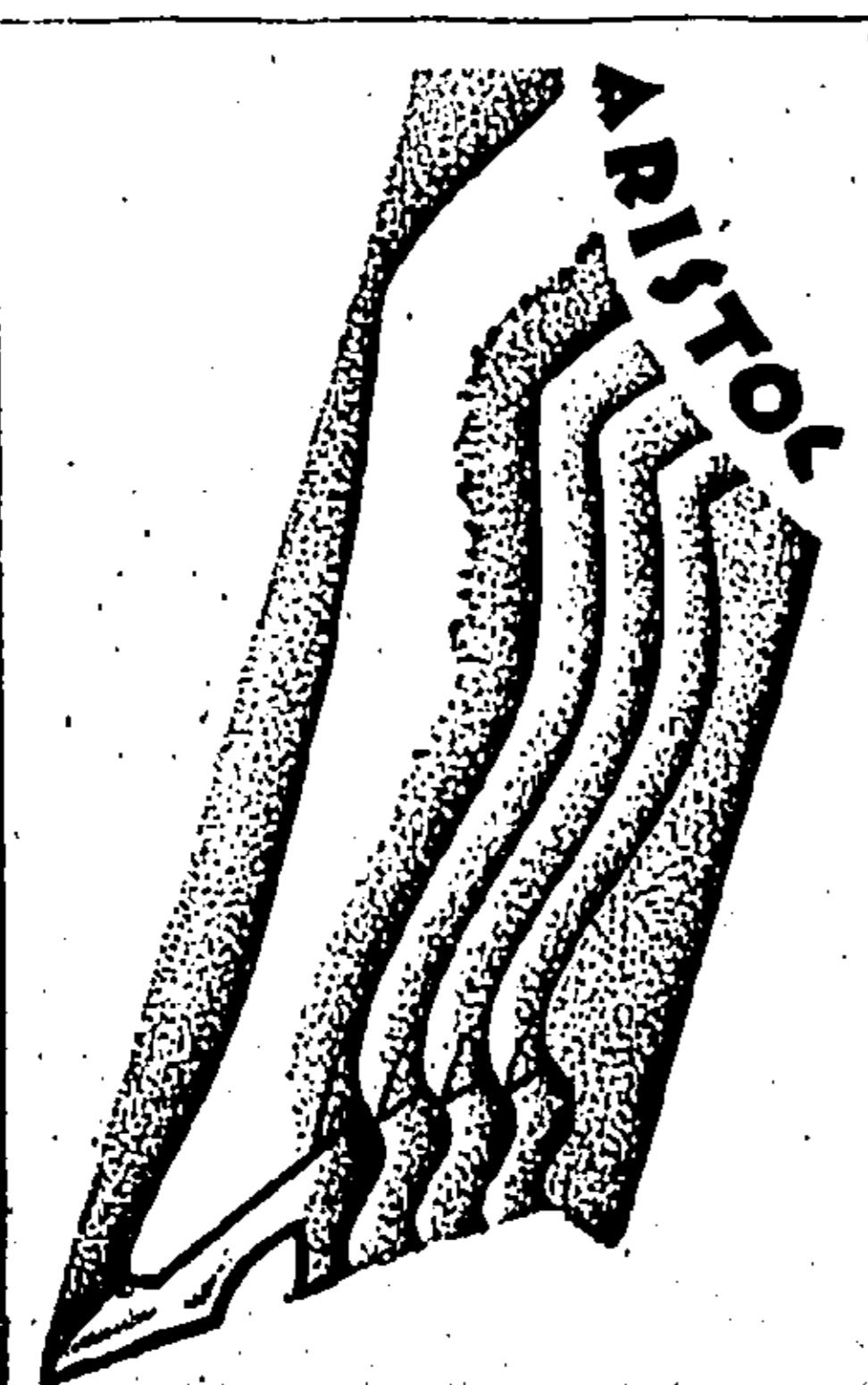
SALESMAN SAM

By Small



Whiteaways, for Ladies' & Children's Hosiery.

NEW STOCKS. ALL SIZES AND QUALITIES



"ARISTOC" PURE SILK HOSE. They wash and wash, and wear and wear. No. 2898. Medium weight pure silk for hard wear full fashioned point heel, continental shaped foot and flat join at back, fashionable Colors: Shell Pink, Dawn, Bubinga, French Nude, Mirajo, Beige, Sizes 8½ to 10 ins.

\$10.50 pair.

"ARISTOC" No. 2902. The superior quality of cobweb fineness and now openwork lace clox so much in fashion among ladies of taste, with slipper heel, tapered toe, continental stopped in foot of finest lisle for extra strength and fully fashioned silk from top to toe, new shades of Mode, Shell Pink, Dawn for evening wear, and French Nude.

\$12.50 pair.



Art Silk & Lisle Hose.
Art Silk Hose in all fashionable shades.
\$1.75 to \$3.95 pair
NEW LISLE HOSE
Fine make in all Colors.
\$4.50 pair



BOYS' HOSE
Boys' Light Woollen Hose with turnover tops. All sizes
\$2.95 to \$4.95 pair
CHILDREN'S ANKLE SOCKS
In white and fawn with striped tops.
\$1.15 to \$2.50

"Three Knots" Hose

An English made hose of reliable quality. Will give very satisfaction in wear and appearance. In all shades. **GREY LABEL**

\$4.50 pair



BLACK LABEL In a Pure Silk Hose of delightful texture. In all shades.

\$6.50 pair

WHITEAWAYS. THE STORE FOR VALUE. HONG KONG.

TO-DAY'S WANTS.

New Advertisements.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on Thursday the 16th April, 1931, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

"BORROWED" from the United Services Recreation Club, between 6 and 8 p.m. on 7th April, heavy Pawn Mackintosh (marked with letter "W" outside back of collar). Will borrower now kindly return to the Club, or to the owner, Lieut. Col. E. D. Mathews, at the office of the Royal Hongkong Golf Club.

TUITION GIVEN.

MISS LUBA PECKER, The Professional Pianist, gives PIANOFORTE TUITION. Expert and modern methods. Rapid and efficient progress guaranteed. Weekly visits to Canton and Macao undertaken. Write Box No. 786, "Hongkong Telegraph."

PARTNERSHIPS.

Sleeping partner wanted in sound and firmly established exclusive retail business, centrally located. Capital solely desired for expansion. Full investigation submitted. A genuine opportunity to make an investment offering a constant and lucrative return. Replies strictly confidential to W. D., c/o Messrs. Percy Smith, Seth & Fleming.

WANTED KNOWN.

Union Church, Kennedy Road, Spring Jumble Sale, Friday, May 7th. Contributions of clothing etc. gratefully received at the Church Hall on Wednesday and Saturday mornings.

WANTED.

SMALL HOUSE wanted on Peak or mid-level, furnished or unfurnished, on long lease from 1932. Particulars to Box No. 783, "Hongkong Telegraph."

LOST.

SMALL PARCEL containing cigarette machine, and box poker chips. Finder please return c/o Box No. 782, "Hongkong Telegraph."

MISCELLANEOUS.

CHIROPODIST (Corn remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tenter Beauty Parlour, Kyanalay Building, Tel. 22103. (Ground Floor).

FOR SALE.

FOR SALE.—A new consignment of Manila Hats, Cheap. Vanity Fair, 17, Ice House Street.

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau Electric Light. Large garden. Write Box No. 763, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLINE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Ground floor, No. 8a, Des Voeux Road, Central, recently in the occupation of the Netherlands India Commercial Bank, can be divided to suit ten ten's requirements. Apply to David S. Soon & Co., Ltd.

EUROPEAN

WATCHMAKERS, JEWELLERS & ENGRAVERS

18, Nathan Road, Kowloon.

Sale and Repairing of Gold and Silver Goods. Any kind of Watch, Chronometer, Chronograph, Jewellery, Diamonds, Typewriters and anything in the use of delicate mechanism. All orders executed promptly at moderate rates.

M. BOONATHY.

WHEN AT HOME

The Hongkong Telegraph.

MAY BE PURCHASED AT

SELFRIJDGE'S

LONDON, W.L.

TRULY EXCELLENT

Obtainable from all Wine Merchants.

SOLE AGENTS
THE CENTRAL TRADING CO.BISCUIT DUBOUCHE BRANDY.

Parker OffersA Gift Pen
Having TWICE the Value
at no extra cost... and
GUARANTEED FOR LIFEMASSAGE HAL'
MRS. S. UZUNOV
57, Queen's Road C, 2nd floor.
Expert Massagistwould appreciate the loan of
Photographs of Hongkong,
(either views or
personalities)of Fifty Years Ago
for publication in a proposed
"TELEGRAPH" JUBILEE
NUMBER.of all kinds especially for
ship-building and engineering
work. Complete stock. Best
Terms. Immediate delivery.

CHURCH NOTICES.

G. R.

To-morrow First Sunday
After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, 12th April, 1931. Low Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matting and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. N. V. Halvard. Monday, April 13th. The Annual Meeting of the British and Foreign Bible Society will be held at the Helena May Institute. Ten at 4.30 p.m. Meeting at 5.15 p.m. Speakers: Bishop John Gowdy of Foochow; Rev. H. O. T. Burkwall.

Union Church, Kennedy Road, Sunday, 12th April, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social hour after Evening Service. Sunday School: Kennedy Road, 10 a.m. Taikoo, 2.45 p.m. First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: Are Sin, Disease and Death Real? The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room, Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass. U.S.A.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS".

Prince Edward Road.

Kowloon.

Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"

Flats with modern conveniences

NOTICE.

Notice is hereby given that we have appointed Messrs. Gilman & Co., Ltd., to be our distributors in Hongkong and South China for the sale of Humber and Hillman cars, effective from April 1st.

ROUTES LIMITED.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

GILMAN & CO., LTD.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

NOTICE.

PRELIMINARY NOTICE.

THE HONG KONG FILM DISTRIBUTION COMPANY.

Having through their London Agents concluded arrangements with the following producers of British Pictures.

GAINSBOROUGH PICTURES (1928) LIMITED.

THE GAUMONT COMPANY LIMITED.

JULIUS HAGEN AND HENRY EDWARDS.

BRITISH AND DOMINION FILM CORPORATION LIMITED.

Takes pleasure in announcing the early release in Hongkong of the following recent successes:

ROOKERY NOOK
HOUSE OF THE ARROW
SPLINTERS
LORD RICHARD IN THE PANTRYPLUNDER
BED AND BREAKFAST
A WARM CORNER
ETC., ETC.

Enquires for terms etc. should be addressed to Box No. 784, c/o "Hongkong Telegraph."

GORDON'S
SPECIAL SALE OF EVENING
SHOES & ODDMENTS ONLY.
COMMENCING
Wednesday, April 15th.

CLOSING
Saturday, April 18th.

EVENING SHOES
20% Discount
ODDMENTS at CLEARING
PRICES.

the 3 WISE MEN

It is better
to be fit than
fat. That is
why they
drink

STILCO
DARK
COUNTRY ALE

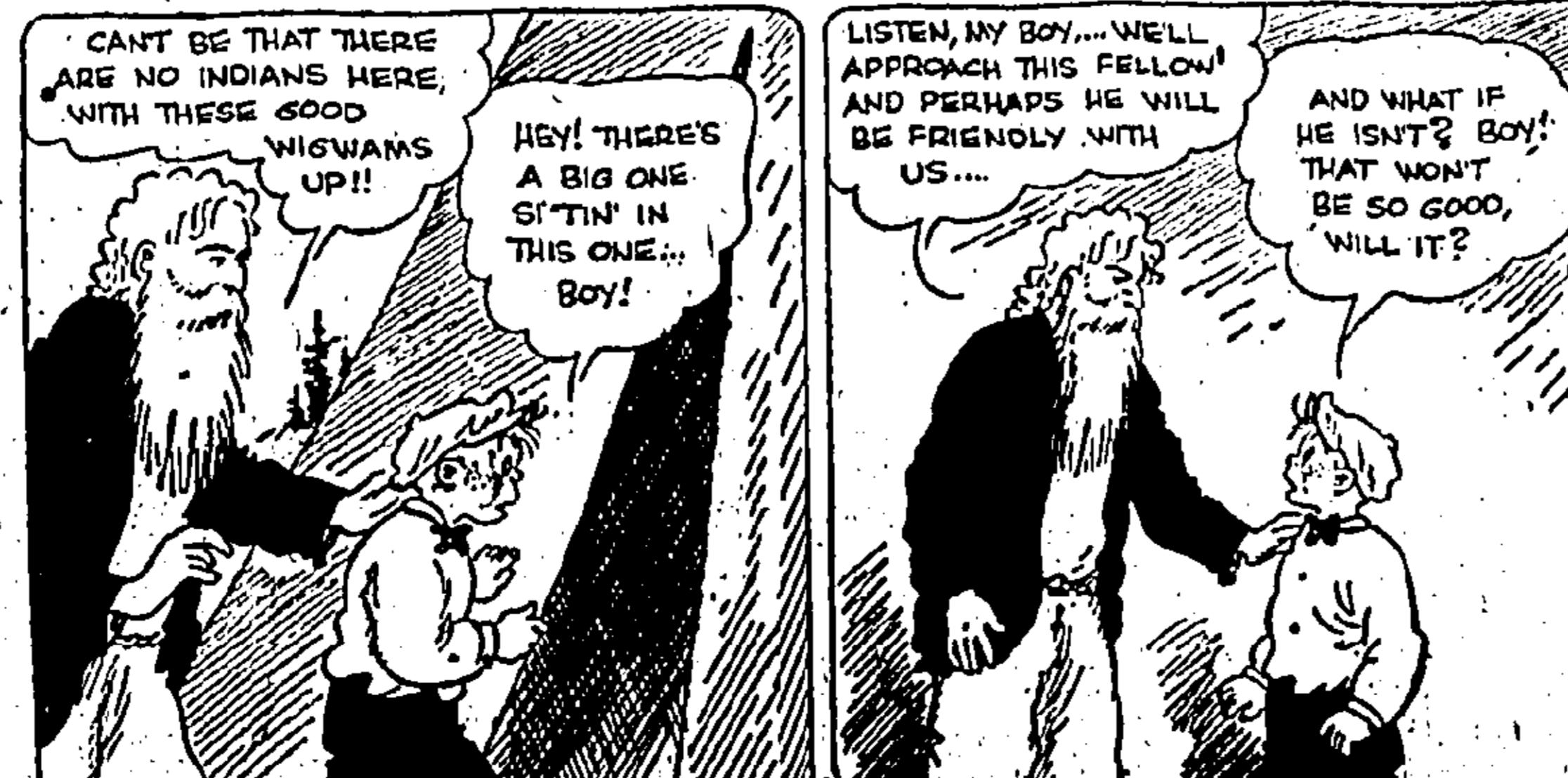
Sole Distributors:

H. RUTTONJEE & SON

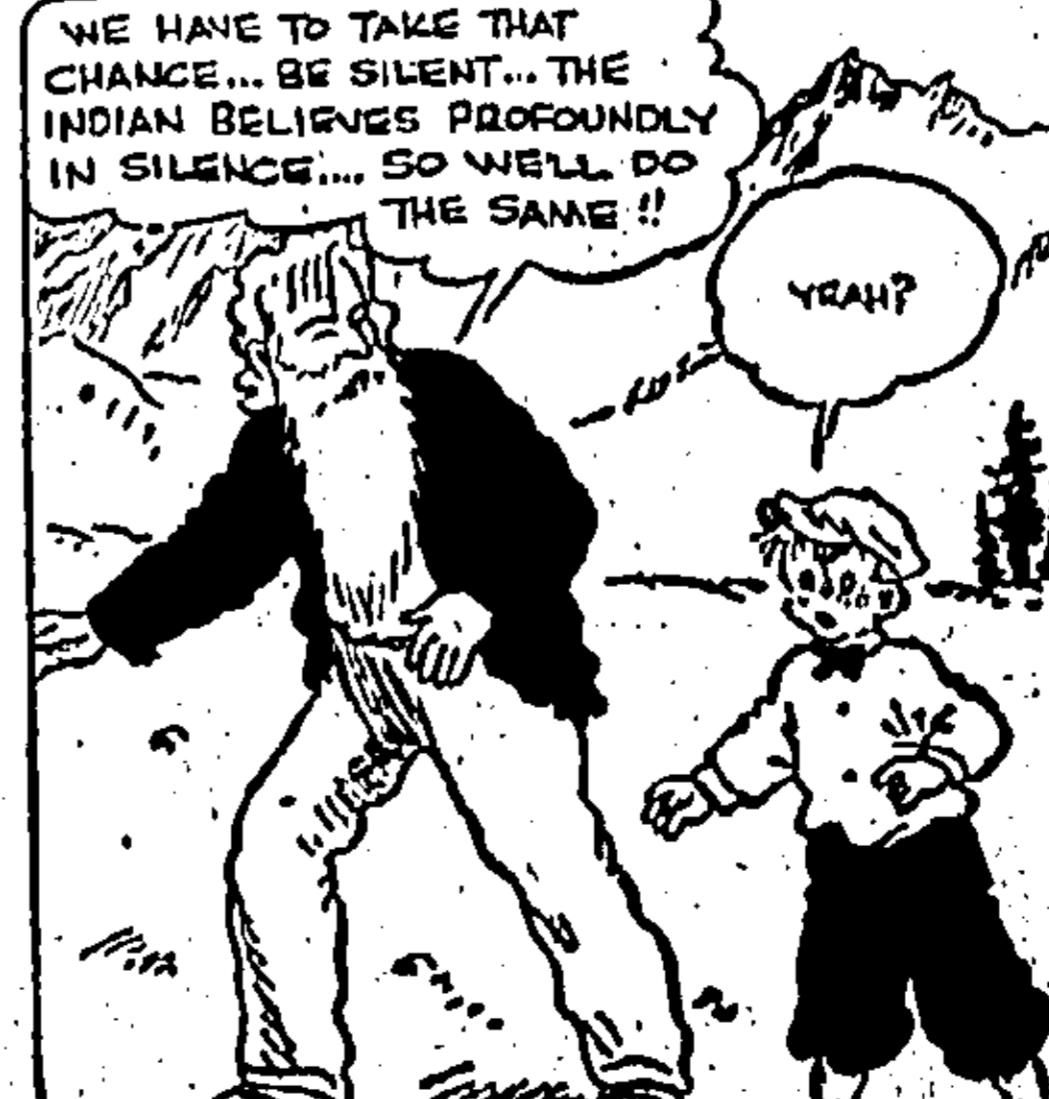
URODONAL
THE DEFINITE REMEDY FOR
RHEUMATISM
AND ALL
URIC ACID TROUBLES
SOLE AGENTS FOR HONGKONG
CANTON & MACAU

THE PHARMACY
Asia Building, Tel. 20845.

FRECKLES AND HIS FRIENDS

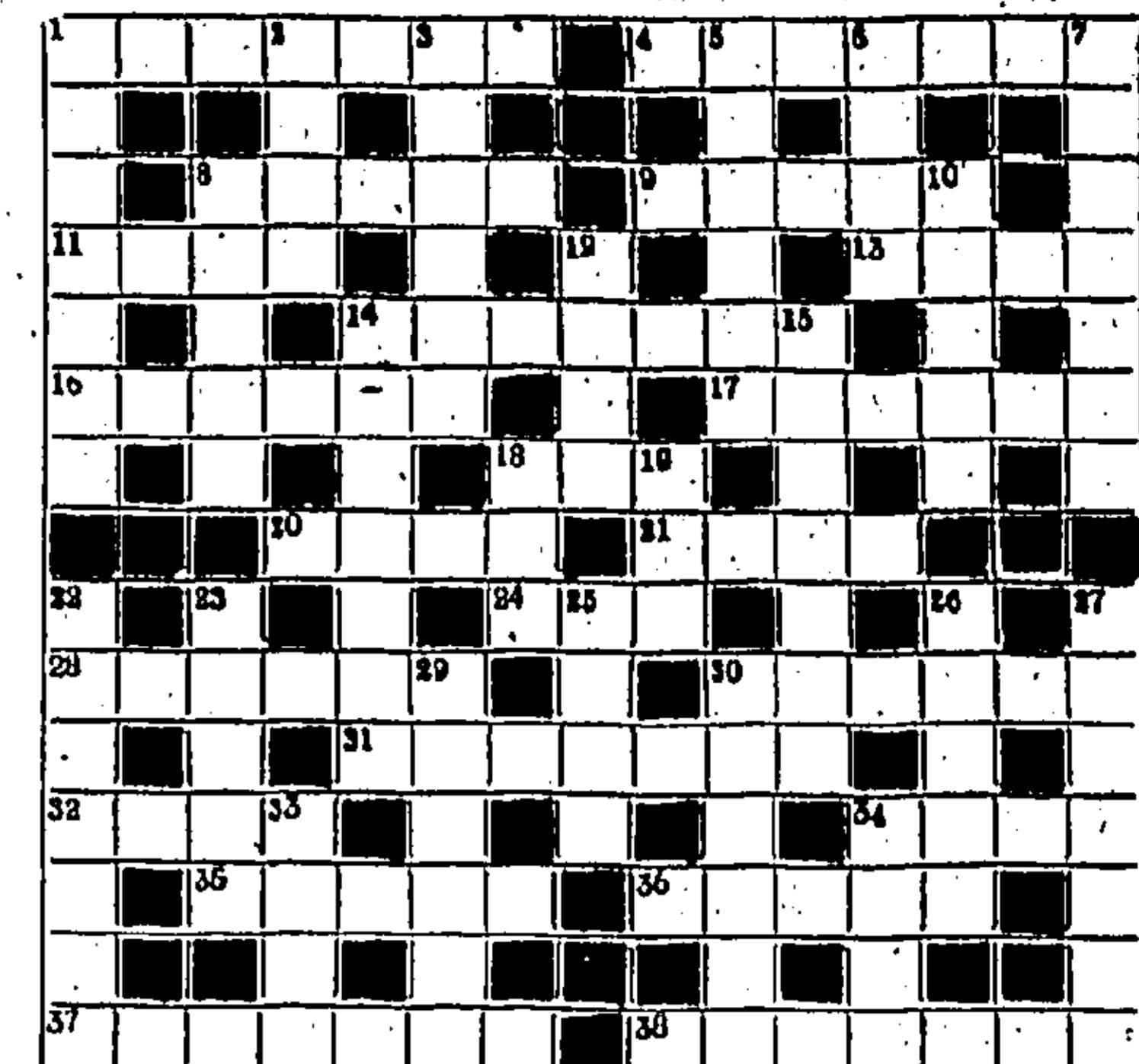


Sh-h-h!



By Blosser

OUR BRITISH CROSSWORDS.



Across

- 1 A vegetable placed in the right part of a church will help to pacify.
4 Van Eyck belonged to this school of painting.
8 Why did the whale wall? Because this.
9 He swore the bitterest oaths of vengeance, darling them to follow Ernest (hidden).
11 Perishes.
13 You may buy a watch on this and hope the watch will this too.
14 Ill.
16 As is only right, there is something very proper about this character.
17 "The whole machinery of the State, all the apparatus of the system, . . . end in simple bringing . . . good men into a box." —Brougham, "Present State of the Law."
18 An essential part of any agency.
20 This is greatly increased in importance when set before nothing.
21 Rave.
24 Within hearing.
28 Associated with violent exercise in the vicinity of a rugged rock.
30 For ever.
31 A paragon of efficient packing in oil.
32 Don't let your car deceive you —this row will never lead to tears in the most tender-hearted.
34 A musical stigma.
35 Necesitatis.
36 May crow loudly at some future date.
37 To his her seems unmoved, but it is essential to that end.
38 Roll on wheels.

Down

- 1 One long step—across a horse.
2 Trees in which rooks like to nest.
3 Who is she? Why, daughter of the Duke of Milan.
5 Concealed—partly in a tent.
6 Defensive ditch.
7 What part of London names a horse?

CHINA ABE EASES
OTIC PATRIOTISM
CRIMSON LEVADA
ONNA OLDER VD
ANGELUS NIKE
TIC PIA B
ABEL CHIVALROUS
BLAETIA AM
GLITTERING BABY
ELOPE CLEFT
CREEP ENTICED
ATA SEPARATE
SYRIA TIBUMBRA
TILL IMPOSES TH
EASEL ESTATE TRAIT

Yesterday's Solution

STICKERS

JGDCH
IIFABE
BIBDEB
Can you assign the numerical values to the letters so that the above words out as an addition sum? (2)

RESIGNED OR NOT?

JAPANESE CABINET LOOKS THINGS OVER.

Tokyo, Apr. 10. According to an extra edition of the *Asahi*, Mr. Ugaki has already tendered his resignation, and left Tokyo for the country. This has not been confirmed.—Reuter.

Premature Report.

Tokyo, later. The report of Mr. Ugaki's resignation apparently arose through his remarking that he was prepared to resign if the Cabinet resigns.

Under the terms of the Japanese constitution, the resignation of the Cabinet does not entail the resignation of either the War or the Navy.

Minister, unless they do so voluntarily.—Reuter.

Wakatsuki Willing.

Later, Mr. Wakatsuki, in an interview with the Minseito leaders, stated that he was prepared to consider acceptance of the party presidency in succession to Mr. Hamaguchi.

It is expected that the final decision will be given to-morrow. In accepting the presidency, Mr. Wakatsuki is virtually certain to succeed to the Premiership shortly.—Reuter.



昨日の解答

SPARKLING MINERAL WATER

A Delicious Table Water, healthful and refreshing.

Blends excellently with Wines and Spirits, especially Whisky.

IN PINTS AND SPLITS.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
Establish 1841.

VICTOR & "H.M.V"
RECORDS

From

POPULAR MOTION PICTURES.

"Gold Diggers of Broadway"

- 22027—Painting the Clouds with Sunshine Goldkette's Orchestra
- Tip-Toe thru' the Tulips
- 22113—Tip-Toe thru' the Tulips Johnny Marvin
- I'm painting the clouds with sunshine
- 22242—Tip-toe-thru' the Tulips (Organ) Jean Crawford
- Chant of the Jungle Gracie Fields
- 8-3291—Painting the Clouds with Sunshine

"Say it With Songs"

- 1425—Little Pal John McCormack
- I Love to hear you singing
- 21951—Little Pal (Organ) Jessie Crawford
- Why Can't You? Gene Austin
- 21952—Little Pal Shillcrest-Victor Orchestra
- Why Can't You? Olsen's Music
- 21953—Why Can't You? Used to you Arnhem's Orchestra
- 21954—Little Pal Paul Oliver
- I'm in Seventh Heaven
- 22056—Now I'm in Love One Sweet Kiss
- 22091—When you come to the end of the day Mem'ries of One Sweet Kiss

"What a Widow"

- 22531—Love is like a song Say "Oui," Cherie

S. MOUTRIE & CO., LTD.
Chater Road.

For
THE LADS
and LASSIES

HATS
For EVERY
OCCASION

See

LANE, CRAWFORD'S
NEW SEASON'S
STOCK

Ground Floor

WATCH THIS AD.
DAILY FOR GOOD
AUTO VALUE

STUDEBAKER BIG SIX 7-pass. TOURER 1924 Model 36 h.p. 127" Wheelbase in EXCELLENT Condition, under 122,000 Miles. (Public Licence No. 47)

PRICE \$700.

WHITE 2-TON TRUCK CHASSIS completely Rebuilt and in Perfect Running Order.

PRICE \$1,100.

WHITE 14-passenger Bus, complete and in Servicable Condition.

PRICE \$750.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGE

THE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
22, Queen's Road C. and Stubbs Road.

The Hongkong Telegraph.

SATURDAY, APRIL 11, 1931.

THE NEED OF GREATER
CO-ORDINATION.

Not once, but on many occasions, has evidence been forthcoming of a regrettable lack of co-ordination between various Departments of the Hongkong Government in dealing with matters which concern more than one branch of the service. This week, there was a further most illuminating instance of this provided in the case in which well-known Chinese wine and spirit merchants were prosecuted on an allegation of having made material alterations to a bonded liquor warehouse, contrary to passed plans. With the merits of the case, the public cannot have been greatly interested, though to the firm concerned the matter was a serious one. As events turned out, the prosecution was unable to sustain its case, the evidence called being regarded by the Magistrate as unconvincing. Most people who read the reports of the case, however, must have felt some measure of sympathy for concerns placed in similar circumstances when dealing with the Government—told to do one thing by one Department and then receiving diametrically opposite orders from another.

In the case under notice, at least three Departments were concerned, and the question of whether or not a certain opening should be permitted seems to have been viewed by each from its own particular standpoint, irrespective of the attitude of the others. Questions of ventilation, fire safety measures, and possible facilities for smuggling were involved, and it seems to have been nobody's business to attempt an adjustment of the several viewpoints. It was evidently the old, old story of Departments working in watertight compartments, each oblivious of the claims of the others, with the company concerned subjected to cross-fire from all directions. It is when the public reads of instances such as these that doubts arise whether the Government will ever learn to conduct its affairs on a business-like basis. If the same spirit of internal discord and lack of co-operation were the rule in commercial establishments, the Colony's business houses would be completely disorganized. One would have thought that in matters of this kind, where more than one Government Department is

concerned in a question, some machinery would be in existence whereby points of variance could be cleared up to the mutual satisfaction of all affected. But seemingly the Government does not work on these lines; at any rate, in the case under notice there was a lamentable lack of co-ordinated effort.

Quite apart from the annoyance which is caused to those who are the victims of this lack of system in governmental activity, endless delays and waste of effort must result from it. In Shanghai, recently, the Municipality has been dealing with this question of co-ordination, and the creation of a series of Inter-Department Committees has been found to produce most beneficial results. Much inter-departmental correspondence has been rendered unnecessary and considerable duplication has been avoided, whilst, even after a reduction in staff, a great improvement in administrative work and in the despatch of public business has been registered. The adoption of such a system by our own Government should be equally satisfactory in results. It would cut out much of the red-tape associated with Government work and by bringing appropriate officers of the various Departments into close contact one with the other, it would render practically impossible such confusion and muddle as were revealed in the case on which these comments are based.

Extrality Crisis.

Dr. C. T. Wang's pronouncement on the progress of negotiations for abolition or modification of extraterritoriality is unfortunately, full of ambiguities. The one thing clearly discernible is that the Nanking Foreign Minister is not too pleased. The Powers, we imagine, have offered him half a loaf when his mood prevents him from accepting it as better than no bread. The vital points at issue are not disclosed, though they are apparently of sufficient importance, in the eyes of the Chinese Government, to justify a threat of a breaking off of negotiations if concessions are not made to their demands. Strangely enough, Dr. Wang begins by stating that the goal of the Chinese people's ambition is within reasonable and measurable distance and concludes with veiled threats, the tone of which we can only regret. If there is a reasonable limit to acceptance of risks, China has not yet learned how to hasten slowly. Any plan, however bold, which will solve the problem, will be heartily welcomed by all foreigners. The principle of abolition is accepted on all hands. But the solution must possess characteristics adequately safeguarding foreign lives and property, effectively affording protection and justice for foreign nationals. The issue is the most serious of the many which have been the subject of Sino-foreign negotiation since Chiang Kai-shek's great march from Canton, and every step must first receive the most careful consideration. Britain and America, according to Dr. Wang, are more favourably disposed to the taking of big strides than certain other Powers, but there is a hint that these two Powers are also insisting upon a period of transition before extrality goes for good and all. Dr. Wang complains that China is the only country in the world in which extrality still exists, in which he takes no account of the fact that in no other country have the Powers to study a problem of such complexity. He does not realize or recognise the difference between Government willingness and Government effectiveness. Until this difference disappears, extraterritorial safeguards cannot be lightly discarded. The spirit of accommodation must not be expected unilaterally, any more than abrogation of treaty rights lends itself to unilateral action. We trust Dr. Wang will come to see that insistence on gradual abolition at this time is not based solely upon interpretation of a treaty clause, but on a sincere desire to meet, at the same moment, the wishes of the Nanking Government and the needs of foreign nationals and interests.

DAY BY DAY

WHATEVER CRUSHES INDIVIDUALITY IS DESPOTISM, BY WHATEVER NAME IT MAY BE CALLED.—J. S. Mill.

At the Rotary Club tiffin on Tuesday, Rev. E. G. Powell will speak on "Community Service."

The Gazette gives the rates at which letters will be accepted by the Hongkong Post Office for transmission by U.S. Air Mail services.

His Honour the Chief Justice has ordered that the next Criminal Session shall be held on Monday, 20th Inst., at 10 o'clock in the forenoon.

The programme for the return of H.M.S. Cornwall to China has been amended; her departure from Home being delayed five days. She is now due to arrive here on May 5.

The King's Exequatur empowering Senator Don Jose Salas to act as Peruvian Consul-General at Hongkong with jurisdiction in Ceylon and the Straits Settlements has received His Majesty's signature.

It is noticed that at the expiration of three months the Moi Hing Steamship Company Limited will, unless cause is shewn to the contrary, be struck off the register and the Company will be dissolved.

During the quarter ended March 31st, there were 43 samples analysed under the Sale of Food and Drugs Ordinance. All were genuine, excepting three of cheese and one each of fresh milk and condensed milk.

Mr. Lee Gock-chew, manager of the Wing On Co., Hongkong, and Mrs. Lee announce the engagement of their daughter, Ruby, to Mr. Chan Lam-pun, a returned student from the United States, who has just been making a tour of Europe. Miss Lee is the sister of Mr. Lee Pui-tong, B.A. (Hongkong), sub-manager of the Vogue Co. at Shanghai.

It is hereby notified that the Government proposes to erect a public latrine at the junction of Cedar Street, Portland Street and Yu Chow Street. If any owner or occupier in the immediate vicinity of the site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, 17th inst.

Members of the R.A.O.B. Club and their friends had a merry time last night at a regain dance was held at the Garrison lecture hall at Wellington Barracks. Mr. A. E. Manwaring, the president of the entertainment committee, and his colleagues, are to be congratulated on the arrangements, which helped to make the dance a very enjoyable affair.

SUGAR MARKET.
THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

March 1932 7/33 down 1/2d.
May 1931 6/6½ down 3/2d.
August 1931 6/9 no change.
December 1931 7/-1/2 no change.

New York Terminals.

March 1932 1.63 down 1 pt.
May 1931 1.30 down 2 pts.
July 1931 1.39 down 1 pt.
September 1931 1.46 down 2 pts.
December 1931 1.55 down 2 pt.

London 10/4/31—Conference agreed to release 5% segregated stocks when two cents reached. Progress satisfactory.

Always Plenty of Admirers.

What does it matter, if she has a fickle nature, if men discover that she has no conversation and dances abominably? As soon as one finds out the errors of his ways there will always be another to fall spellbound to the delicate contour of her profile, and to gaze in wonder at the fascinating sweep of her eye-lashes against a demure pink cheek.

Then, when it comes to finding a husband, which is after all almost every woman's ultimate goal in life, arrogantly she can take her choice, snapping her fingers at that pleasant young woman who



"Maybe I'd better run in first, George, and let the little lady know we're having a guest for dinner."

FACE HER FORTUNE.

By BARBARA HEDWORTH.

“PRETTY? No, but she has a good brain, charm—” This remark is heard over and over again. It is said more often that not in a kindly manner, instincting how in these days prettiness—and even sheer beauty—has ceased to be of real importance where a woman is concerned.

This is utter nonsense. Physical beauty counts just as much as it ever has done, even though people may argue that if a girl has brain she can thrust herself into professions and jobs which have hitherto been the prerogative of the male; that if she has charm her fellow-creatures will be blind to her sallow complexion and the tank unfitness of her mouse-coloured hair.

Beauty is every bit as much an asset to a woman as it was fifty years ago, when the ugly duckling was grimly resigned to a loveless life or at best to being the favourite “auntie” to her more-favoured sister’s children.

Beauty counts when a girl goes job-hunting. It is not that men mean to be unfair, and the business magnate would hate to think that his decision when engaging a secretary depended on a pretty face. Nevertheless this is true.

The plain girl may have excellent business qualifications, but the pretty one (with a smattering of typing and “I can take down in shorthand if you don’t go too quickly”) invariably gets the job, the great man justifying his choice in the reflection: “Anyhow, she has a good appearance.” Even when the engaging of typists fails to the lot of a woman, a pair of limpid eyes or a particularly provocative red mouth wins against speed tests and an exceptionally good knowledge of filing.

Even when the engaging of typists fails to the lot of a woman, a pair of limpid eyes or a particularly provocative red mouth wins against speed tests and an exceptionally good knowledge of filing.

For, strange as it may seem, women are deeply influenced by beauty in one of their own sex. Optimistic always, they like to believe that beneath that lovely countenance lies a soul of pure gold.

The success of the beauty-parlour is an outstanding proof of woman's realisation that beauty counts first, and all the time. Hours spent in comparative discomfort while the blemishes are hidden with all the art and craft possible, are to her hours well-spent.

Consider what manner of women would be produced if these hours were spent in the study of business methods. There may be some people who wish that these hours were so spent; but these people will include few women.

The adage “Beauty is only skin deep” may be true, but to the beautiful one it simply does not matter.

“WOMEN don’t often take to serious crime,” I read in a report on the American gang that was led by a woman. But someone else has said: “The snake sloughs its glittering skin, and woman is not always the angel in the home. She can adopt a criminal career very easily when it suits her purpose—and her pocket—and beat the clumsy brute man all round!” So there!

Women have been sent to prison; have exploited their erring ways on the scaffold; and have lured gentlemen to the devil in spite of their baby angel faces and innocent blue eyes.

It all seems rather a nasty sort of libel on women.

—And Murder.

But I don’t know. Truth is not always palatable; and there is at least this much in it all, that there have been many famous woman criminals in history, and the woman has always used her sex and beauty as lure, spy, wifcher, decoy, plotter, planner, and actual perpetrator of things not considered nice and gentle.

But the things she does are usually characteristic of her special and peculiar mentality and exploit her essentially feminine traits.

She rarely does a real burglary or a robbery with violence, even against her own sex. She leaves those things to man and relies more on guile than on physical strength. And murder, except for the removal of a rival or serious obstacle, is not in her regular line, and if she does go so far, it is generally the insidious poison she selects to do the trick.

She generally chooses an accomplice, if she needs one, from the other sex, since she is always apt rather to distrust her own kind. On the other hand, a man does not rely on a woman very often because he feels instinctively she may be a slave to her peculiar sensibilities and may allow her likes and hates to have too much play. She is apt to develop jealousies and passions, provoke disputes that may be fatal to success.

(Continued on Page 7.)



Hongkong Telegraph.

Pictorial Supplement

April 11th, 1931.

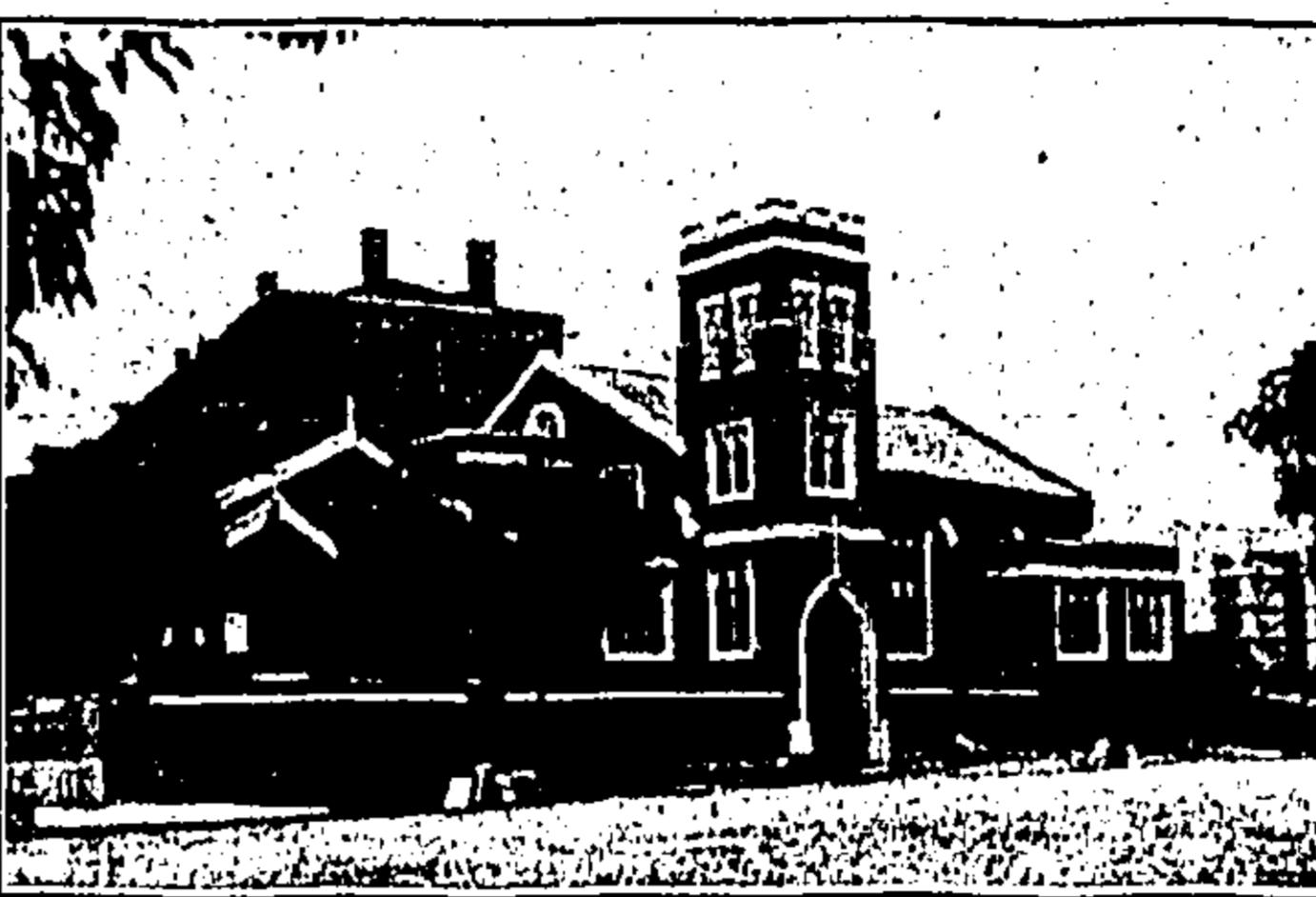
INSIST

On circulation facts!

EVERY COPY OF A NEWS-PAPER CONTAINING YOUR ADVERTISEMENT MAY MEAN ONE MORE CUSTOMER!



Office-bearers of Union Church, Kowloon, which was formally opened yesterday. Left to right, front row: Mrs. Forsey, Mrs. Groundwater, Mr. G. R. Leib, the Rev. J. H. Johnston, Mrs. Johnston, Mr. D. F. Warren, Mrs. A. Lang and Mrs. S. Nelson; back row, Mr. A. H. Gardner, Rev. F. Short, Mr. J. J. Cornelius, Mr. D. Gow, Mrs. D. Harvey, Mr. R. Taylor, Mr. J. Provan, Mr. J. Revie and Mr. E. Othen.



Union Church, Kowloon, situated on Jordan Road, which was officially opened by His Excellency Sir William Peel yesterday.



His Excellency Governor Oliveira of Macao being greeted at the entrance to the Municipal Hall on his arrival to assume his post. With him are Dr. J. Magalhaes (right) and Major J. G. Andrade.



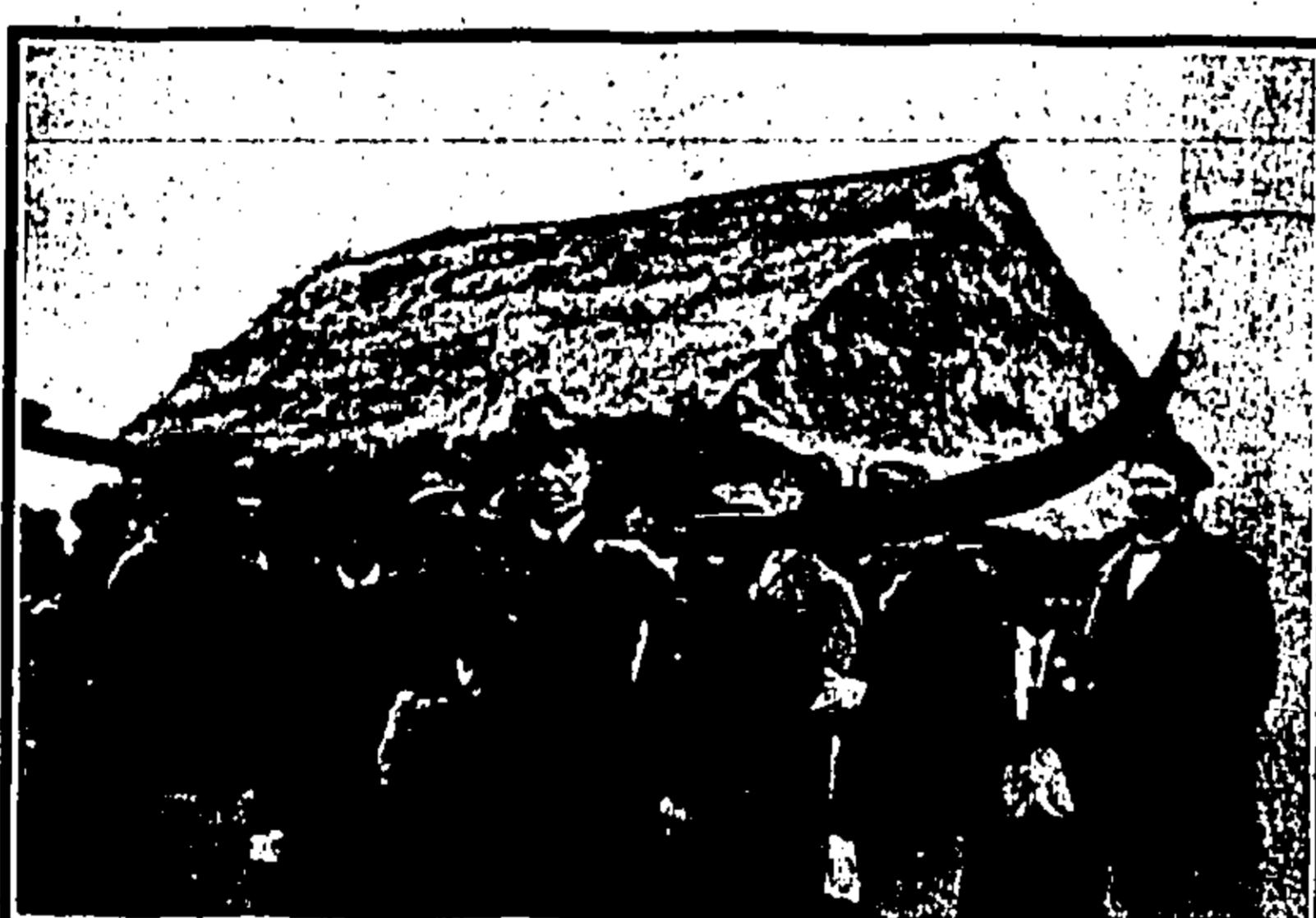
Photographs taken at the annual Spring Festival by students of the Quarry Bay School. Left, the kiddies in the Maypole Dance; right, little Miss Gweneth Waldon, May Queen, presenting a basket of flowers to Lady Peel. (Photos: Ming Yuen Studio).



Above are the teams which met in the final of the Senior Shield Competition. South China, on right, won by six goals to one from the South Wales Borderers, seen on left. (Photos: Mee Cheung).



Apollo (Mr. Frost up) being led in after winning the Easter Stakes at the Races last Saturday. (Photo: Mee Cheung).



Dr. J. Magalhaes, Officer Administering the Government at Macao, untangling the ribbon to inaugurate the commemorative arch erected in honour of Governor and Madame Tamagnini Barbosa.



A recent wedding which attracted much notice was that of Mr. Sui Wa Liang, B.A. (Oxon) and Miss Mary Ho, who are seen above with bridal party. The bridegroom is the youngest son of the late Sir Chenlung Liang Chen, whilst the bride is well-known as the eldest daughter of Mr. and Mrs. Ho Kwong. (Photo: Ming Yuen Studio).



Mr. Sui Wa Liang photographed with his bride after the wedding. (Photo: Ming Yuen Studio).

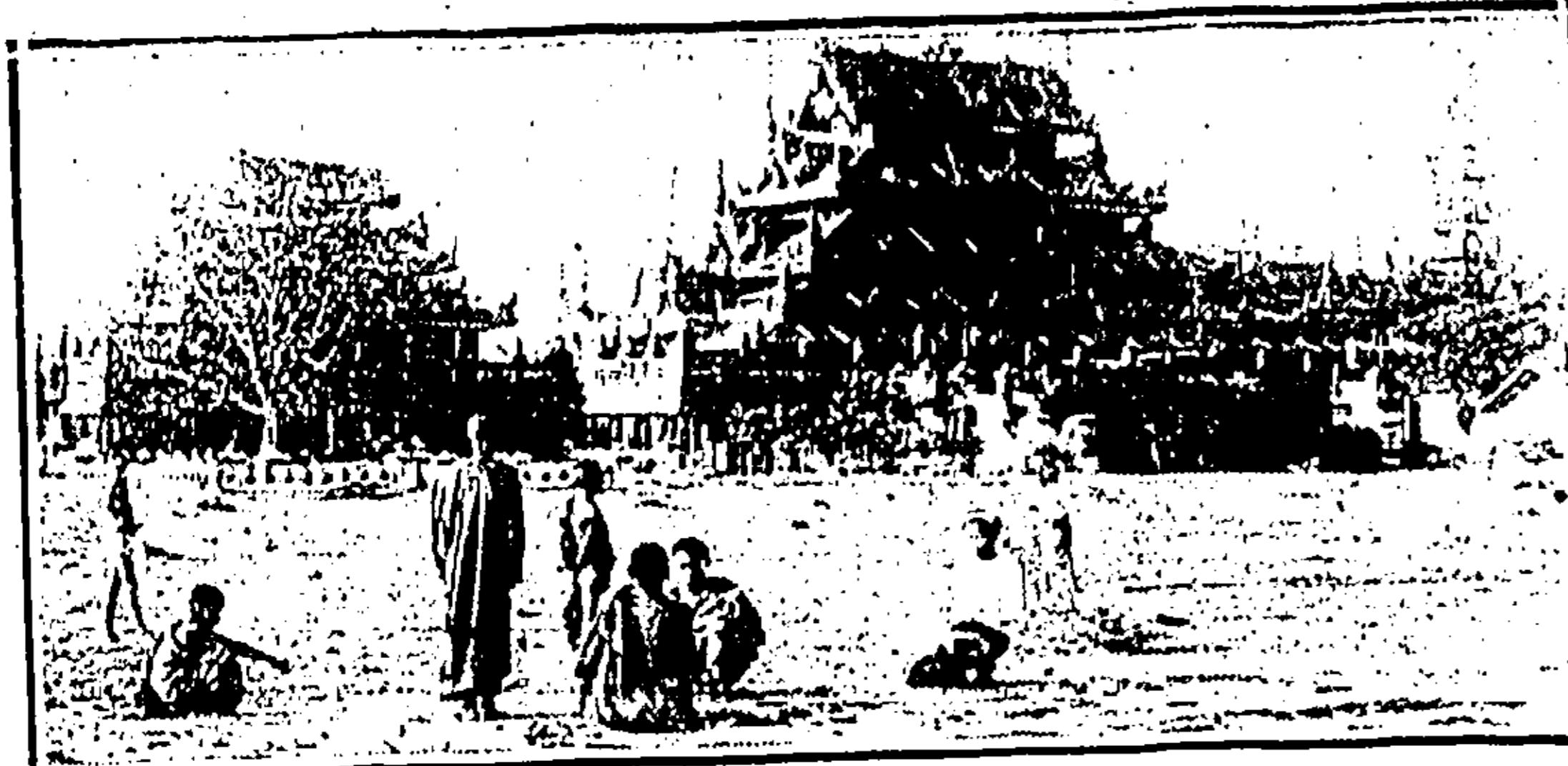


The "Lycemun Beams" Concert Party which gave a delightfully amusing programme last week. No; there are no ladies in the party, which is wholly composed of men of the 12th Heavy Battery Royal Artillery. (Photo: A. Hing).



Left, the ferry-boat Sun-U, built for the Hongkong and New Territories Ferry Co., Ltd., taking the water on being launched at Messrs. W. S. Bailey and Company's yard at Kowloon; right, group taken prior to the launching, Mr. Bailey being fourth from left. (Photo: Mee Cheung).

**THE FUTURE OF BURMA.
WHAT ITS SEPARATION WILL MEAN.**



A marvel of the builders' art is this ornately decorated system of structures comprising one of the many monasteries in Burma. These are built by Buddhists, and virtually all of Burma's 13,000,000 people are of that faith, while the majority of Indians are either Hindus or Moslems.

Whatever results from the final Round Table Conference in London on the future government of India, one thing seems virtually certain: Burma will be separated from India and given some sort of government which will lead ultimately to separate Dominion status within the Empire. At least, this will happen when the natives show enough progress to deserve that form of self-government.

Thus Burma, which since it was conquered by the British has been submerged as a mere province in the Indian government, will once more approach something like separate nationhood, a status which it had for many centuries before the British came.

The Simon Parliamentary commission practically recommended the separation of Burma from India. The government of India backed this up. The Burmese Council unanimously declared in favour of it. And now a committee is considering the conditions which would enable Burma to be separated from India.

Differs Widely From India
This committee is not attempting to frame a new constitution for Burma, but is dealing with the general principles which must govern the separation. Later, if Parliament approves, some sort of Statutory Commission will be set up to report on the form of constitution which is at present most suitable for the country.

There never was any real reason for Burma being included in the government of India except one of rough convenience. There were a hundred reasons why Burma should have been kept separate, among them its past history, its racial, religious, social and geographical differences. Burma is not India in any way, shape or fashion. Geographically it is cut off from India by sea, mountain and jungle. Its land frontiers present a practically impassable barrier. It is usually reached by sea

**We Specialize
in every form of
Insurance**



China Underwriters, Ltd.
Insurance Service
means MAXIMUM SAFETY
—at Lowest Cost.

PROTECT YOUR VALUABLES

BY AN
"All Risks" Policy

WITH

CHINA UNDERWRITERS, LTD.

Phone: 28121. Hongkong Bank Building.

THE ABBEY.

National Sanctuary of England.

Of all the world-famous churches, none is more celebrated than Westminster Abbey, the national sanctuary of England.

The structure's historic associations, its antiquity and the reverence in which it is held make it the visiting place each year of tens of thousands of persons from all parts of the world.

Westminster Abbey has been called "the history of the English race set in stone." And, truly, there is scarcely a field of thought or of action or a department of science or branch of art which is not represented in its bounds.

No other English church is so closely associated with the national life and history. English Kings since William the Conqueror have been crowned there and the coronation chair, containing the ancient stone of Scone, brought by Edward I from Scotland, still stands in the chapel of Edward the Confessor.

In Westminster Abbey lie the remains of many kings and Queens as well as poets, soldiers, statesmen, theologians, actors, musicians, scientists and other notables of the past.

There Elizabeth and Mary rest in the same tomb. And there, also, are the graves of Mary Queen of Scots, of the statesmen who determined her death and the judge who spoke her doom.

Again the question has been raised, "What is the best way of becoming a film star?"

And the only answer we can give is that we don't know—and neither does anyone else in Hollywood. At times we are inclined to believe that stars aren't made at all. They just happen.

Since the advent of the talkies most so-called experts declare that the legitimate stage is the best highway to film stardom. Yet the number of stage folk who have "flopped" in pictures far exceeds those who have made good.

At present, Ann Harding, Ruth Chatterton, Jack Oakie, Maurice Chevalier, Joe E. Brown, Winnie Lightner and Chester Morris are about the only stage folk still holding the spotlight of cinema fame. A far greater number came out here, stayed for one or two pictures and then hastened back to the footlights. Among them were Harry Richman, Texas Guinan, Irene Delroy, Laura Lee, Marilyn Miller, Irene Bordoni, Rudy Vallee, Hal Skelly; And Al Jolson, though tremendously

and 1258, Henry III took up reconstruction of the church in the 13th century, the nave not being wholly completed until the end of the 15th century. The chapel of Henry VII was added in 1502-20, the west towers in 1722-40, and the north transept was restored in 1890.

In spite of the many interruptions, the abbey's unity of style is remarkable. It shows the French influence on early English style in its polygonal apse and chapels, the loftiness of the nave, and heavy flying buttresses.

The towers measure 225 feet,

while the nave is 102 feet, the

loftiest in England. The total

exterior length is 423 feet and

the breadth is 72 feet for nave

and aisles and 203 feet across the

transepts.

The abbey was heavily endowed

and under special protection of

**SUCCESS IN THE FILMS.
NO RULES CAN BE LAID DOWN.**



Norma Shearer . . . rose from the extra ranks.

successful for a while, has passed out of the picture.

Then there are some who claim that the best way of forging ahead is to start in as an "extra." But less than 30 of to-day's notables rose from the extra ranks, and that despite the fact there now are nearly 25,000 persons in those same ranks.

However, the extras who do "arrive" have a pretty good chance of staying on top as long as any film star can. Proof of that came from the \$5-a-day mob. Gloria Swanson worked as a bathing girl on the old Mack Sennett lot after Cecil B. DeMille told her she never could make good in pictures because of her nose. But Gloria rose to stardom and stayed there. Louise Fazenda is another "big name" that spent considerable time in a Sennett bathing suit.

Gloria Swanson . . . made her movie debut in a Mack Sennett bathing suit.

Clara Bow . . . a beauty contest was her stepping stone to fame.

Christie bathing beauty she refused to go out of town to make a stage appearance with some of the other girls in her troupe. Two weeks later she was signed for one of the leading roles in "The Miracle Man," an independent production that made history.

Clara Bow won a beauty contest in Brooklyn, was given a leading role in "Down to the Sea in Ships" and then showed back into the extra ranks. But it didn't take her long to pull herself out of that class. Adolphe Menjou, Richard Arlen, Gary Cooper, Charles Farrell, Mary Brian, Jean Arthur, Fay Wray, Norman Foster, Frances Dee, Carole Lombard, Lew Ayres, Esther Ralston, and Laura La Plante also rose from the extra ranks to the positions of prominence which they now hold.

Ramon Novarro was an extra in "The Four Horsemen" the film that lifted the late Rudolph Valentino to stardom. Jack Mulligan also worked as an extra in the old Edison studio in Chicago.

Betty Compson became a star largely because she preferred being an extra to going on the stage for a week. While working as a

star.

Then there is the greatest army of all—those who just happened to become stars through lucky breaks. These are the ones who make it impossible to set down any given rules for becoming a star.

the early Kings of England. It was disengaged during the Reformation as a cathedral (1540-50), but was restored by Queen Mary. It received its present organization under a dean and 12 prebendaries, from Eliza-

Chaucer, Browning, Tennyson, Wordsworth, Bulwer Lytton and Darwin are buried there.

The first church of St. Peter (Westminster Abbey's official name is the Collegiate Church of St. Peter) is said to have been founded by King Sobert on Thornley Isle in 616. Legend relates the coming of St. Peter himself to hollow his new church.

Edward the Confessor, in 1050, began erection of a new church on the present site. The choir and transepts were built between 1245

and 1258. Henry III took up reconstruc-

tion of the church in the 13th century, the nave not being

wholly completed until the end of

the 15th century. The chapel of

Henry VII was added in 1502-20,

the west towers in 1722-40, and

the north transept was restored in

1890.

In spite of the many interrup-

tions, the abbey's unity of style is

remarkable. It shows the French

influence on early English style in

its polygonal apse and chapels,

the loftiness of the nave, and heavy

flying buttresses.

The towers measure 225 feet,

while the nave is 102 feet, the

loftiest in England. The total

exterior length is 423 feet and

the breadth is 72 feet for nave

and aisles and 203 feet across the

transepts.

The abbey was heavily endowed

and under special protection of

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

the early Kings of England. It

was disengaged during the Re-

formation as a cathedral

(1540-50), but was restored by

Queen Mary. It received its pre-

sent organization under a dean

and 12 prebendaries, from Eliza-

beth.

<p

Gypsy Colors in the new Spring Styles



I. Any party becomes a colorful adventure in this soft tea-rose satin evening gown, whose short sleeves have a distinctly flattering, wide edging of sable-dyed marten.



THIS spring you can be gay and lovely in the colors you like best. Color is the salient theme of the new clothes. There will be nothing depressing in the spring scene this year where the smart woman is concerned. Her purse may be light, but her mood will be brave, and she will wear clothes in which all colors and color contrasts give her the opportunity of complete self-expression.

Once upon a time the ensemble was the keynote of the wardrobe. We went about looking as though we had been dipped from top to toe in paint tubs of Chanel blue, Patou red or Vionnet beige. The inevitable reaction to this phase is one which demands skill and discretion, but the effect in final analysis is that of happy accident, of unstudied gaiety.

There will be no prescribed color this spring and no prescribed form in which color effects may be achieved.

YOU may wear a pale dress under a dark coat or reverse the order. You may select a bright suit with a still brighter blouse or a dark suit with a bright blouse. You may choose vivid accessories for the practical black or navy costume, and so convert to irresistible gaiety, or accent your colorful costume with touches of black or brown.

For evening the beauty of white lace allows for a hundred modifications by way of colorful accessories, but there are, too, brilliant fruit shades or elusive combinations of gray, yellow, blue and coral to lure you from the conservative paths of other seasons.

You may be demure in the faint pastels of Vionnet or desperately chic in the extravagant harmonies of Scotch plaid or candy stripes, but you will rejoice in the stimulation and magic of color. You will accept the challenge of depressing times through the ingenious use of a tangible rainbow with all its cheering implications.

The costumes pictured here lose some of their charm through being interpreted in black and white. The effect of contrast, however, is quite apparent.

I. THIS evening gown of soft tea rose satin achieves chic in three counts—through the color contrast suggested by the bands of sable-dyed Marten edging the elbow-sleeved jacket; through the diagonal inserts in the softly flaring skirt; and through the addition of the gold skein necklace of Patou, which is an outstanding achievement in new evening jewelry.



III. Here's a black crepe bolero frock, with gay, Roman-striped silk blouse and a cherry velvet bandeau that has caught the true audacious gypsy spirit.



II. There's something gay and reckless about this demure navy blue dress that splashes its white vestee and cuffs with matching polka dots, finishing with crystal buttons.



Dorothy Shaver

director of fashion for Lord and Taylor, 5th avenue, New York, who show the advance models pictured here

This year, for a change, there is no one red, blue, yellow or green favored by fashion, and consequently the smart woman may forget the ensemble idea, and go as far as she pleases in colorful self-expression



IV. a vivid yellow velvet wrap with a square cape collar flaunts its daffodil gaiety over this crisp black faille taffeta evening gown which features a square decolletage.

II. THE yearly renaissance of navy blue finds expression in this charming dress with polka dotted vestee and cuffs. Here the color order is reversed and you have the dark frock with bright touches. This is an excellent and flattering example of the versatile afternoon dress. The quaint waist terminates in a peplum. Egg-shaped crystal buttons add gaiety. The hat with the braided satin coil is from Agnes.

III. CASUAL in feeling yet appropriate to many occasions is this black flat crepe bolero dress. The blouse is of gay Roman striped silk, a fabric which is the natural complement to the classic Spanish bolero. The sleeves of this detachable jacket terminate, as many sleeves do this year, just above the wrist.

The dress itself is entirely sleeveless, and the black hat is one version of Agnes' famous "Halo" series. A cherry-colored velvet bandeau gives the inevitable touch of color.

IV. MANY women still repudiate the dramatic sheer crepe frock for five o'clock wear because its uses are so limited. Since color has usurped the position of formal black, the simple white Vionnet dress pictured below presents an ideal solution for the cocktail hour. Its shining black buttons and narrow black leather belt make it especially appropriate for wear under a black coat. The simple lines make this frock suitable for almost any semi-formal occasion.

If white, which is rapidly growing in favor for daylight wear, seems a little impractical, this dress is equally lovely in dusty pastel shades. The Agnes hat of white wool jersey and black satin has a rakish cockade over one ear.

V. THE inevitable high point of every woman's wardrobe is the evening costume. The tried-and-true all black gown, in this instance of crisp faille taffeta, maintains its position this season through the assistance of the colored wrap.

The decolletage of the frock worn by the model (and unfortunately not visible in the picture), is of a square cut terminating in a deep V in the back. The huge collar of the yellow velvet wrap is adjustable, and may be arranged in any number of flattering ways.

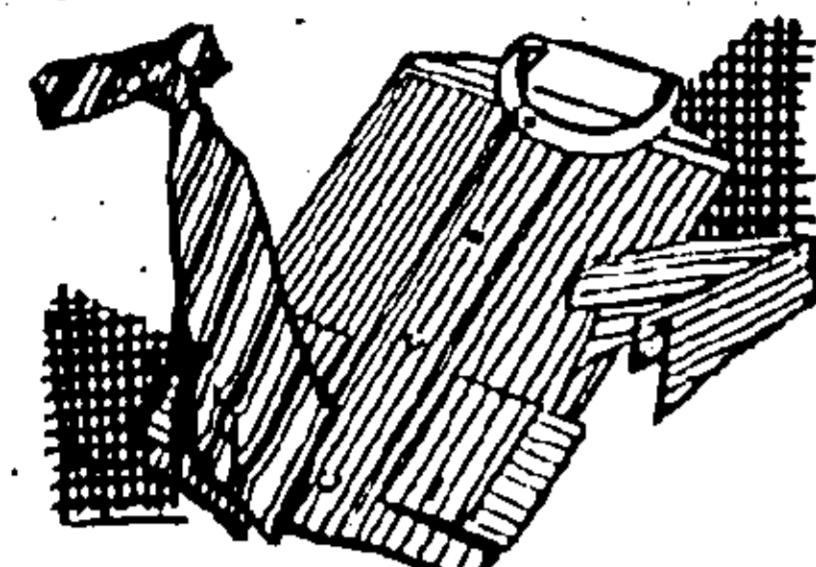
Even shoes this season are aware that two colors are better than one. The sandals worn with this costume are of black moire piped in yellow.

WE ARE ALWAYS PLEASED TO GIVE OUR
ADVERTISERS DEFINITE PROOF OF THE

CIRCULATION

OF THE HONGKONG TELEGRAPH

Was it a Shirt?



What was it she told you to remember? A Shirt? Ah, and what sort of a shirt? You haven't decided.

Few men decide till friend outfitter lays a selection upon the counter for mutual appreciation.

Let's be matter of fact. It's variety you want to see—perhaps several of one preferred colour.

We're prepared for you, with a lively and shapely galaxy of Spring Shirts—in every shirt material. That means complete variety in prices too. Come, see and judge for yourself at

Mackintosh's

Secrets of "ANCHOR'S" Deliciousness

Thousands engaged in the production of "Anchor" Butter.....

Sold by—
South China Gold Storage Co., Ltd.
29, Des Voeux Road C.
The Cafeteria, Peninsula Hotel.

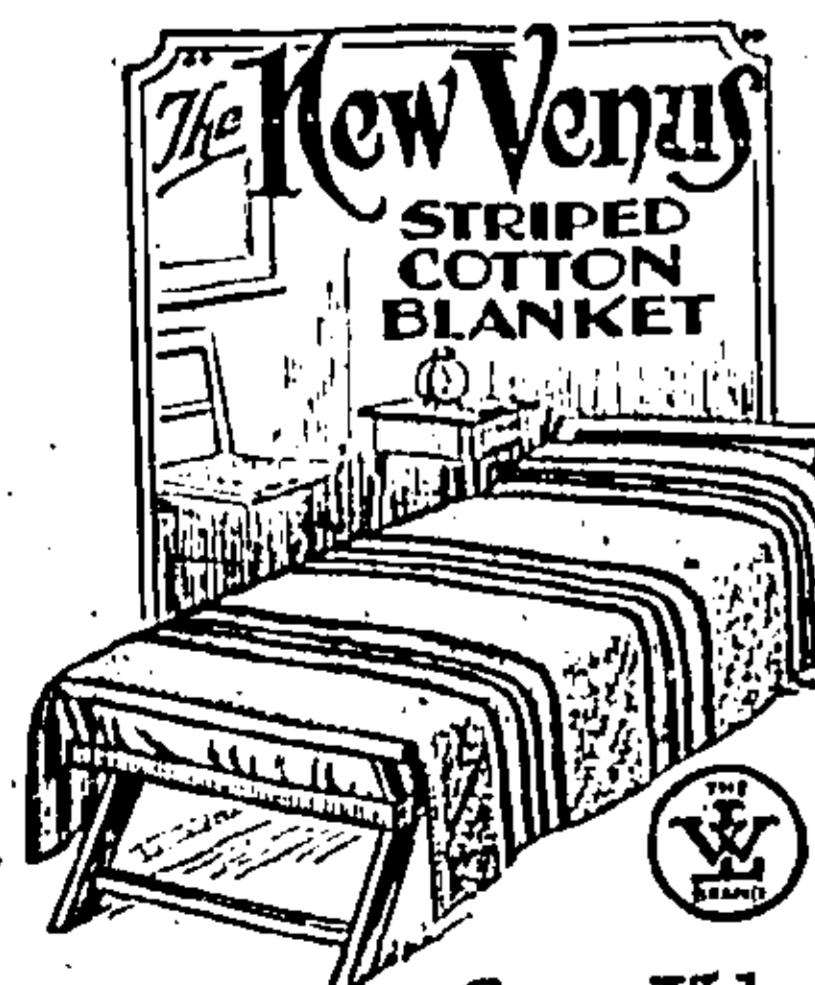
all for a "pat" of "Anchor"

Behind the "pat" of Anchor Butter that you buy from your grocer stands the largest Co-operative Dairy Company in the world—The N.Z. Coop. Dairy Co. Ltd.—keeping thousands of men engaged—Farmers—Chemists—Tradesmen—and other Dairy Produce of the choicest quality. Is it any wonder that so many houses call it "The World's Best?"

ANCHOR
The World's Best
BUTTER

WHITEAWAYS

SUMMER BLANKETS.



"VENUS" BLANKETS

Is useful as an under blanket or light covering for the coming hot season, a necessity in this changing climate. Plain or striped design as illustrated.

Size 58 by 78 inches.

\$6.50 each.

NEW STOCK?
Sheets, Bedspreads and Pillow Cases

FIRST FLOOR SHOWROOMS.

Whiteaway, Laidlaw & Co., Ltd.



The Royal Navy football team which won the Junior Shield last Saturday by defeating the Hongkong Football Club XI by three goals to nil in the final. (Photo: Mee Cheung).



Picture shows Mr. Tong Shao-ji (central figure with felt hat) entering the grounds of the village school at Tong Ku during the ceremony of his taking up the office of Mayor of Chung Shan District. About 20,000 people assembled to welcome the veteran administrator.



The senior football team of the Royal Navy, photographed after the recent match in which the Hongkong Football Club was defeated by six goals to nil. (Photo: Mee Cheung).



In this photograph, specially taken for the Telegraph, are seen the members of the Currency Commission now in Hongkong studying the dollar problem. Left to right: Mr. P. H. Ezechiel, one of the Crown Agents for the Colonies; Mr. W. H. Clegg, Governor of the South African Federal Reserve Bank, Chairman of the Commission; and Mr. G. L. M. Clauson, of the Colonial Office, secretary to the Commission. (Photo: Mee Cheung).



Pacemaker, ridden by Mr. S. N. Pan, being led in after winning the Union Plate at the Races last Saturday. Backers reaped a dividend of \$154. (Photo: Mee Cheung).

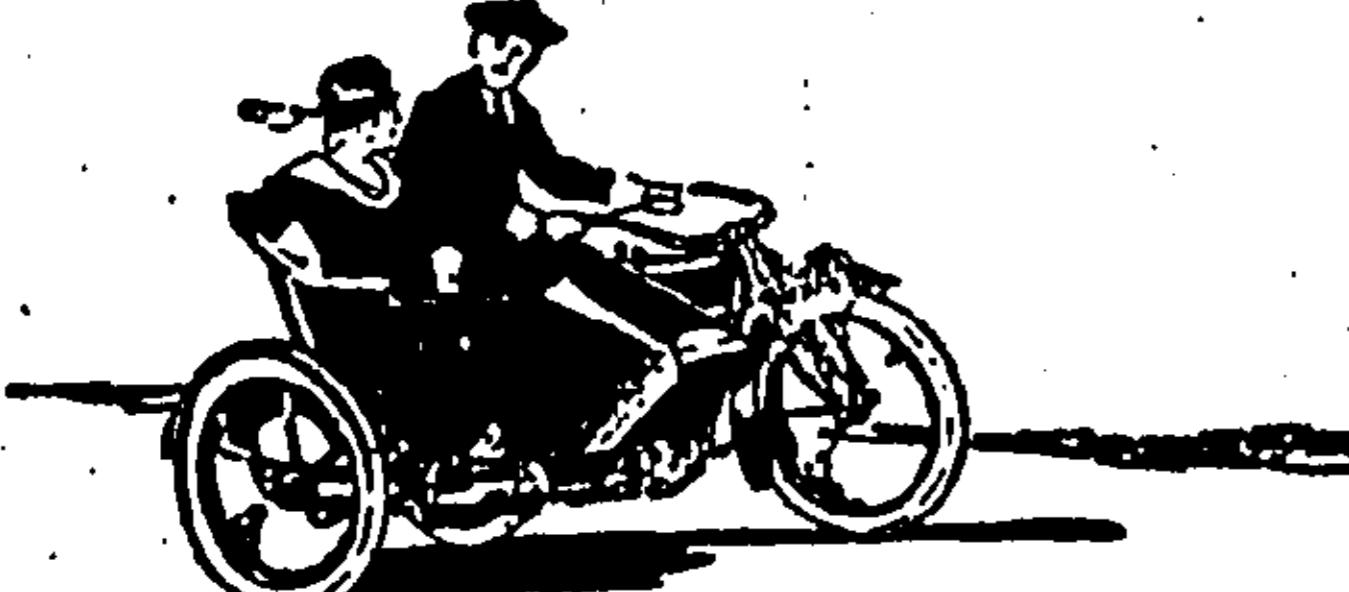


Miss K. Woo, M.B.E., is here seen distributing the prizes at the annual sports meeting of St. Paul's College, which was held on Wednesday of last week. (Photo: Mee Cheung).



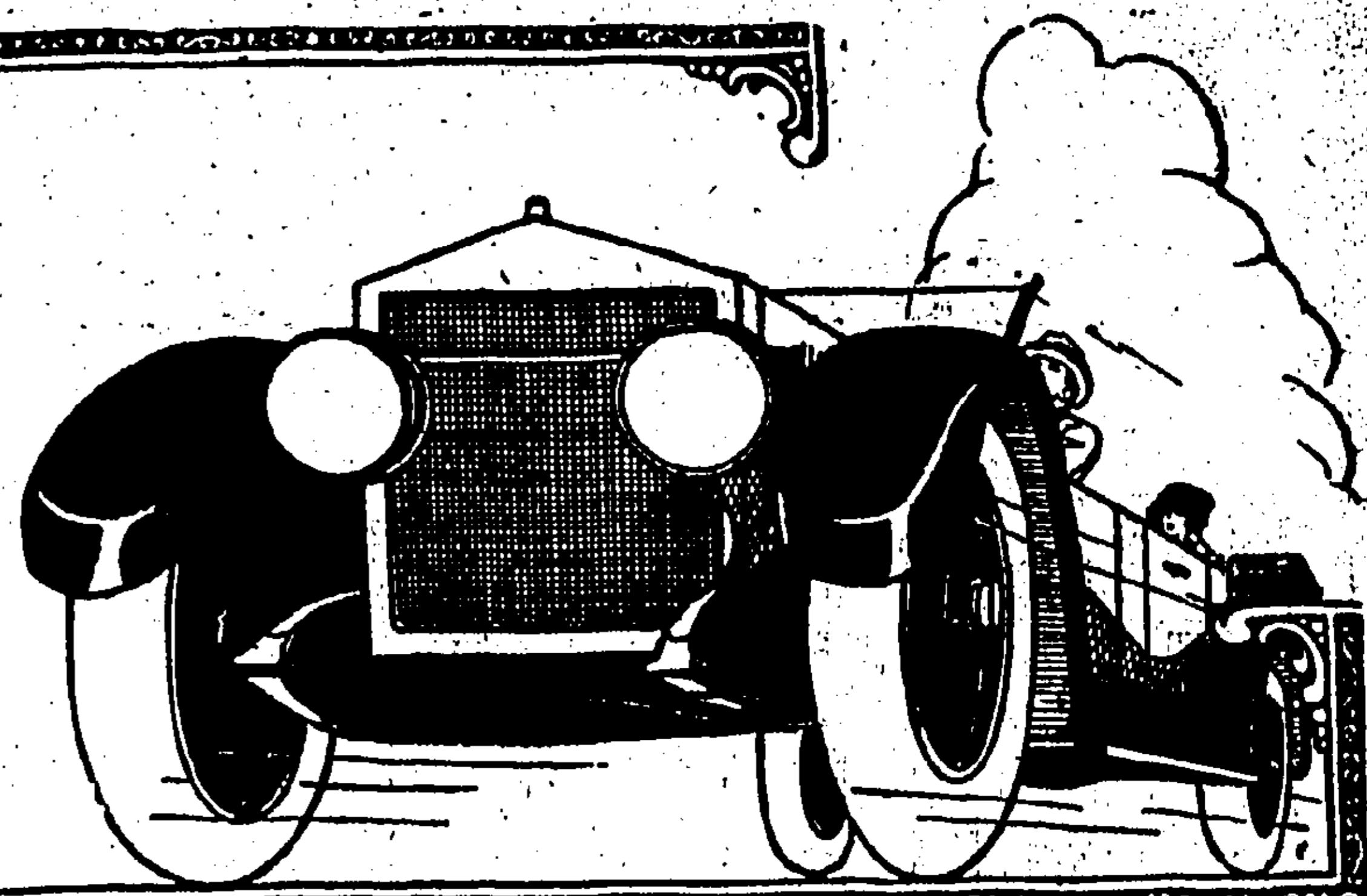
Youthful athletes doing the hurdle race at the annual sports held in connexion with Queen's College recently. (Photo: Mee Cheung).

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, 11th. APRIL, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



K. L. G. THE SUPER-PLUG

Sole Agents:
The Hongkong Motor Accessory Co.
Bank of Canton Building
1st Floor.

Kowloon Branch:
475, Nathan Road,
(Next to Yaumati School).

CURRENT COMMENT

Diesel Engines.

Elsewhere in this issue, we give an interesting article recording the progress made in employing crude oil engines for road transport, and the success recorded is indeed impressive. Diesel power units have, of course, proved themselves in every way satisfactory for every type of marine engines, from small launches to huge ocean liners. In Hongkong during the last few years many have been installed in launches and lighters working on the harbour, and here again, the utmost satisfaction has been given to owners who have scrapped steam power in favour of crude oil engines. One make of engine in particular has become most popular locally, the Gardner, and in to-day's pictorial supplement will be seen pictures taken at the launching of the passenger and cargo ferry, the Sun-U, built to the order of the New Territories Ferry Company, Ltd., by Messrs. W. S. Bailey and Co.

A Staunch Vessel.

The "Sun-U" is an extremely well constructed ship, and came out extremely well during her recent trials, when more than half a knot over the contracted speed was recorded. She is the second vessel built for this Company, and this fact alone speaks eloquently for Gardner engines, and also for her builders. The Machinery comprises a Gardner Direct Reversible Cold Starting 4-cylinder Crude Oil Marine Engine developing 162 BHP at 320 r.p.m. The engine is started and manoeuvred by compressed air at 360 lbs. per cu. in., the consumption of air being replenished by a small 2 stage air compressor fitted on the engine itself. Electric Light is supplied by a Lancashire Dynamo and Motor Company's Generator driven off the main shaft, charging a set of batteries so that light is available whether the boat is under way or stationary. In addition a small Gardner Auxiliary set is fitted, this engine driving another electric generator, also an air compressor for emergency purposes, likewise a Fire and Bilge Pump. The Gardner Engines, L. D. and M. Generators and Pumps were supplied by the Agents, Messrs. Dodwell and Co. Ltd., and installed by the Builders. The construction

MORE RECORDS.

Ten Horse-power Saloon Averages 55 m.p.h.

BRITISH BUILT.

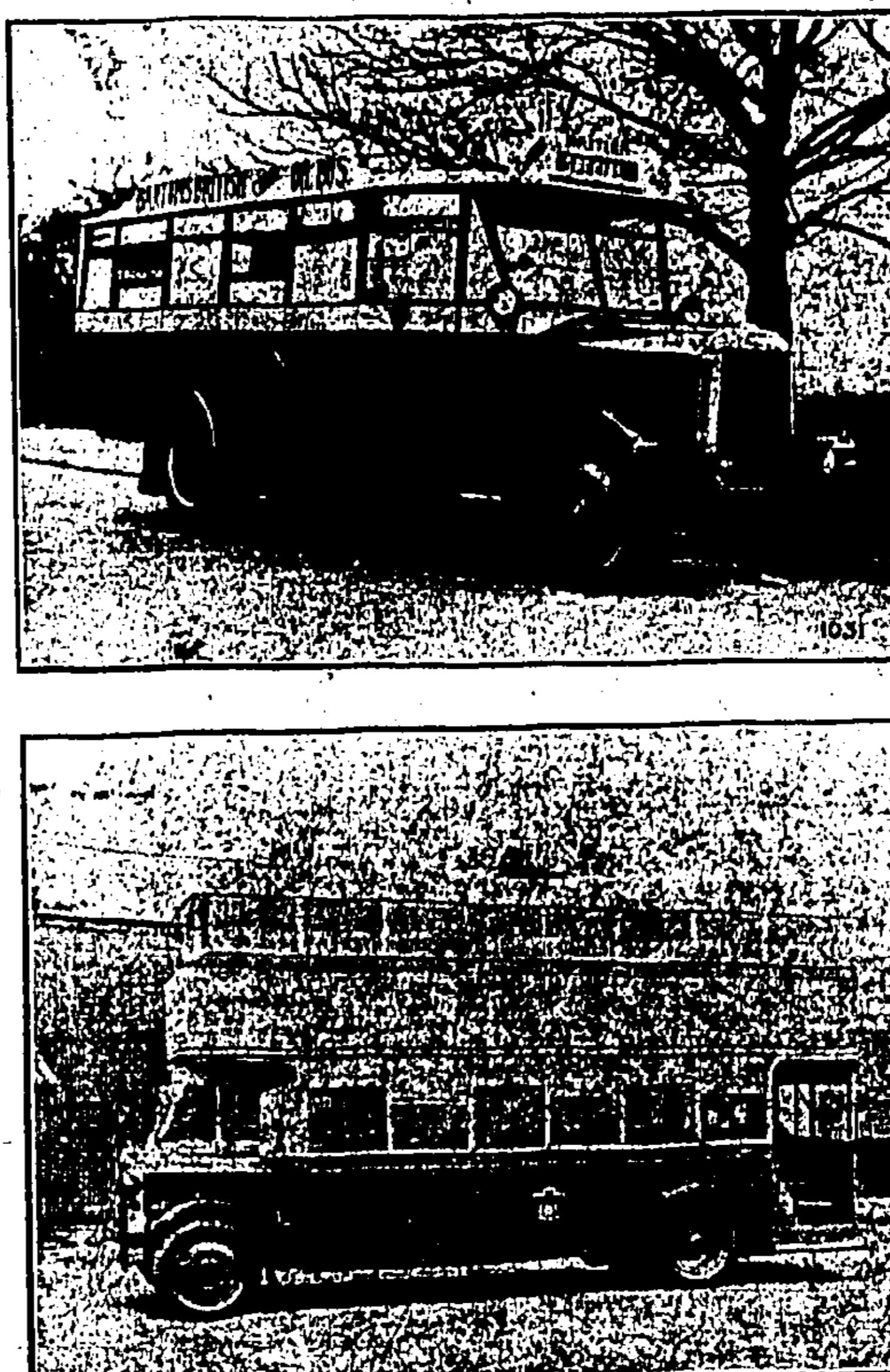
Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain. On a track strown with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car. The record attempt was run on the Montlhery track within a few miles of Paris, and the car was a 10-h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

Nevertheless, the little all-British Singer obtained world's records in Class F, covering 4,000 kilometres at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running. Cabling their progress, Mr. Eyston outlined the difficulties he and his fellow drivers, were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense, and to make matters worse, the track became ice-bound. Never experienced such arduous conditions. Heavy snow storm, but a car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours driving were required.

The fact is all the more meritorious in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

Throughout was supervised by Messrs. D. A. Purves and Co., Consulting Engineers for the Owners, who were very pleased with the vessel in every respect.

DIESEL ENGINED MOTOR BUSES.



On account of the great economy in running, it is anticipated that Diesel engines will become popular in the future for road transportation purposes. The top picture shows a bus which has completed 55,000 miles for the Barton (Beeston, Notts.) Tramway Company. It is powered with a 38.65 b.h.p. Gardner engine. The lower picture is of a double-decker used by the Leeds Corporation. It is built on a Crossley chassis and the power unit is a Gardner engine developing 57.80 b.h.p. These vehicles have proved completely successful.

factor as affecting profits, must be transported half way around the world.

Nearly one-third of the year's inventory consequently is carried on the company's books at all times, as the cycle between contracting for crude rubber in Sumatra and collecting the money from the same of tyres made from that rubber, covers nearly four months.

Coupled with the matter of large inventories is the fact of wide fluctuations in the price of rubber. Selling at 55 cents a pound in 1914, it dropped as low as 12 cents in 1921, rose to \$1.21 in 1925, to-day is about eight cents. A rising market brings difficulties in financing purchases. A falling market means large inventory write-offs.

Rapid Increase of Rubber Industry

Again, in the circumstance that no industry grew faster than rubber during the period 1910-20.

With the dynamic growth of the automobile industry, the public was demanding more rubber tyres than existing factories could turn out. Demand exceeded supply. And when this happens prices and profits inevitably rise.

The situation invited competition and competition came. The number of companies making tyres increased in the ten years from seven to 200. Companies started up which could not possibly survive under any but abnormal conditions.

And the depression of 1920-21 drove many of these under-financed, inexperienced, weaker companies to the wall and created intense competition among those who remained.

Turn to 1930 and you will find a repetition of the story of ten years before. The factory capacity of 30,000,000 tyres per year, which had been excessive in 1921, became itself. Tyre business more than doubled in the decade. In

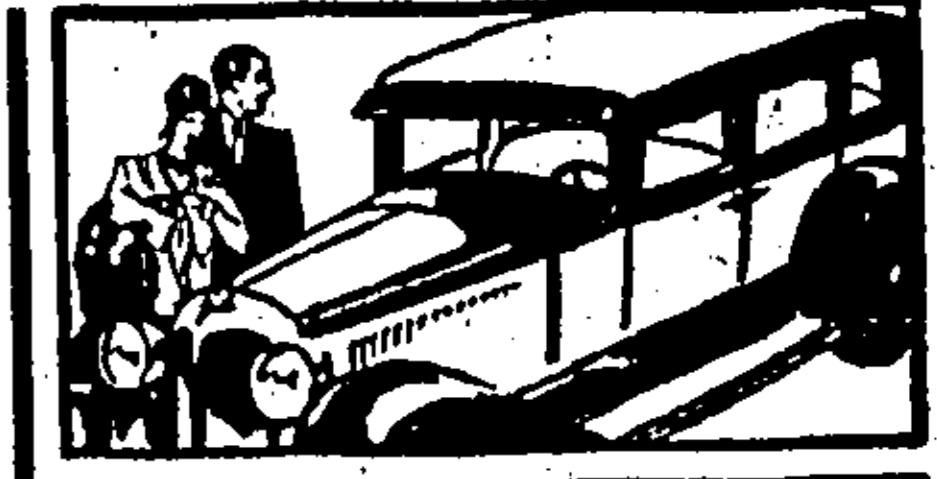
1931 HARLEYS

Another Shipment 1931
Harley-Davidson Combinations.

NOW HERE

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
2, KWONG WAH ROAD.
KOWLOON.
Tel. 56242

Driven
50,000
MILES...
and still
looks
new



Here's the secret
To keep your car looking new as long as you drive it—Simoniz! The hard, bright Simoniz surface gives unyielding protection and makes the finish last longer. The famous Simoniz Kleener makes cars look new again. Then Simoniz guards that new beauty through every kind of weather.

SIMONIZ
THE GUARDIAN OF MOTOR CAR BEAUTY
THE SIMONIZ COMPANY • CHICAGO, U. S. A.

Obtainable from all Dealers—
HONGKONG MOTOR ACCESSORY CO.
Sole Distributors: Bank of Canton Building.

JOIN
THE HONGKONG AUTOMOBILE
ASSOCIATION



A Few Advantages:
10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Reduced Harbour Transport Charges
Associate Membership of the
R. A. O and A. A. London.

B. D. VANS
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ALARMING INCREASE

In 10 years deaths from automobile accidents have increased 147 per cent, according to the U.S. National Conference on Street and Highway Safety.

*It Gives us Pleasure
To Demonstrate The—*

FIAT 520

SIX-CYLINDERS
A TRULY EXCELLENT CAR

At a Reasonable Price.

Service Station
FIAT GARAGE
and
LANCIA GARAGE
Hennessy Road.
Tel. 24841.
Tel. 23557.

A. GOEKE & Co.
Spare Parts Dept.
CHINA BUILDING
Fourth Floor.
Tel. 22221.
FIAT
AGENTS.

Tel. 22221.

ROAD SYSTEM IN FRANCE.

Romans Highways Being Improved.

GREAT INCREASE IN MILEAGE.

Since Caesar's legions first taught the Franks and Gauls to construct wide, lasting highways in the Roman manner, the roads of France have slowly but steadily increased in number and, particularly in the case of main highways, in quality.

During the seventeenth century the central government at Paris began, for political and military reasons, that network of direct highways to all important frontier towns which has ever since made Paris the unquestioned heart, though not the geographic centre, of France.

Highway construction continued to advance although intermittently, in the eighteenth century. It remained for Napoleon Bonaparte to initiate the really systematic

building and repair of roads which has continued up to current times with undoubted benefit to the French nation.

Since 1900 the road mileage in France has risen more than 20 per cent, and now totals fifteen times the railroad mileage, in which latter field France falls behind only the United States, Canada, India and Germany. Incidentally, there are 6,680,000 miles of highway in the world (of which the United States claims 3,000,000 miles), contrasted with 764,000 miles of railway lines, or 8.6 times more roadway than railway.

France ranks first in Europe when the length of her highways is compared to land surface, having 2.08 miles of roadway per square mile of territory. Great

Britain follows closely with 2.04 miles of roadway while, for contrast, the United States has only 0.09 miles per square mile.

France Fourth in World Mileage Honours.

In total road mileage France ranks fourth in the world, behind the United States, Russia and Japan. However, in the number of motor car registrations she is led only by the United States and Great Britain and is on the point of displacing the latter country for the honour of second position.

The French roadway system totals 652,000 kilometers, divided in the following proportions:

	Kilometers
National routes	40,000
Departmental	13,000
Vicinal—Main	179,000
Secondary	90,000
Ordinary	330,000

All national highways are paved some 36,000 kilometers being in

macadam, while most of the remainder consists of stone construction except for 100 kilometers in concrete. At the beginning of 1930 about 25,000 kilometers were in good repair, 5,000 in fair shape and 10,000 in poor state.

By the law of April 16, 1930, an additional 40,000 kilometers of departmental and vicinal roads are to be turned over to the national system. The French highway budget for the fiscal year ending March 31, 1931, calls for an expenditure of \$35,000,000 for these national roadways, or approximately 40 per cent of total expenditures on all types of roads during the current year.

In years past the central government, the departments and the communes have each borne roughly one-third of the expense for road upkeep. In the future the national budget is likely to cover a growing percentage of highway costs, especially now that the national highway mileage is being doubled.

PROOF POSITIVE.



TRAFFIC CONTROL KIOSK.



Traffic Control Kiosk.—A photograph of the traffic control kiosk, which has recently been put into position at Ludgate Circus. It replaces the temporary structure from which the traffic at this busy centre has been automatically controlled with success during recent months.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES
MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

JOHN I. THORNYCROFT & CO., LIMITED

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

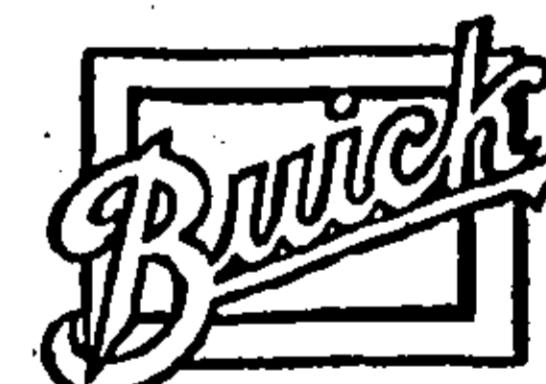
"Why John—just look how easily and quickly we have left the traffic behind. We have a clear road ahead."

"Yes—the new Buick Straight 8-in-a-line is certainly the most thrilling car I ever owned—and I've paid thousands of dollars more for higher priced cars. It's just like Buick to build a car like this."

The reason for Buick's phenomenal performance is found in its new eight-in-a-line valve in head motor—it's new and improved synchro-mesh transmission—and 36 other outstanding new features and advantages.

But with all this power and speed—Buick is immediately responsive to the slightest touch of its new steering mechanism and under the perfect and safe control of its big, powerful, smooth four-wheel internal expanding brakes.

May we give you a free demonstration ride?



114" Wheelbase Buick Models HK\$6,955 to HK\$ 7,525
118" Wheelbase Buick Models HK\$8,275 to HK\$ 8,775
124" Wheelbase Buick Models HK\$9,820 to HK\$ 9,980
132" Wheelbase Buick Models HK\$9,820 to HK\$12,295

The New

BUICK 8

The Eights with Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.

OIL ENGINES FOR VEHICLES.

100 Mile Trial of Gardner Engined Pagefield Lorry.

IN EVERY WAY SUCCESSFUL.

When the Gardner-engined Pagefield 6-ton lorry was introduced a few months ago it was fully described in the pages of *The Commercial Motor*. At the time it aroused considerable interest, because it was not merely a conversion of a petrol-engined chassis, but was designed from the start to incorporate an oil engine. The chassis possesses many interesting features, and it is our purpose here to describe the design as evidenced by the performance obtained when subjected to our standard comprehensive road test.

As handed over to us, the NG-type Pagefield chassis had but 50 miles to its credit. A temporary cab was the performance of the 6-ton Pagefield-Gardner when tested over a billy course in the Midlands. Marked fuel economy provided, and the load, consisting of ballast boxes and a metal block, was carried upon wooden longitudinal beams anchored to the chassis. The load was 6 tons 9½ cwt., so that when the driver's and observer's weights are added the machine will be seen to have been laden to full pay load, plus a body allowance.

A British-Built Machine.

The vehicle was taken over by arrangement with Pagefield Commercial Vehicles, Ltd., Leybourne House, Regent Street, Stoke-on-Trent, the factory of which is situated at Wigan. The Gardner oil engine is, of course, made by L. Gardner and Sons, Ltd., Patricroft, Manchester.

A start was made from a garage in Tunstall, and the Autopulse pump was put out of action by disconnection of the pipes. The day's work was carried out using only the gravity-feed fuel tank on the dashboard, so that an accurate check could be kept upon consumption. En route for the open country the vehicle was run on to a weigh-bridge, the figure obtained appearing in the accompanying panel.

Before proceeding farther, the ease of starting deserves attention. The water in the radiator prior to the first start was at 46 degrees F., and the air temperature was 54 degrees F. The starting procedure at the beginning of each day consisted of pressing a button on the fuel pump to lengthen the stroke and then the various cylinders were primed by means of the levers alongside the fuel pump; cylinders two, three and four were decompressed by actuation of the levers on the cylinder heads. The engine was then started by means of the handle, momentum being obtained by decompressing cylinder No. 1 by means of a lever beside the starting handle.

After the second rotation of the crankshaft the first cylinder was put on to full compression and the engine started immediately. When the other three cylinders were brought into action, the engine idled evenly and with little noise. Starting a warm engine involves only decompression and cranking.

Exhaust Gases.

For a few moments the exhaust was tinged with blue smoke, but so soon as the engine commenced pulling under load this disappeared and there was no trace of it again during the day's work except when starting from cold after halting for meals. We paid particular attention to this point when over-running down hills. The evenness of idling is a tribute to the accurate functioning of the governor. It eliminated what is frequently termed "kettle-drum" when the engine was ticking over, thereby making the vehicle indistinguishable in a traffic block from a petrol-engined one.

After checking the weights, the vehicle was driven on through Stoke-on-Trent towards Lichfield, and on an excellent stretch of dead-level road we took the opportunity for checking the braking and acceleration capabilities, the results of which are disclosed in the accompanying graph. On top gear the speed range was

would be subjected by a haulier. The conditions were very far from ideal. The result of the fuel-consumption test is highly creditable. While on the question of fuel it is interesting to note that the standard tanks give a range of about 630 miles, so that the haulier would be able to carry out the longest runs without risk of running short of oil. At this time the point is of some moment owing to the fact that widespread distribution is not yet arranged by the fuel companies. If a 40-gallon drum of fuel were carried as spare the vehicle could do well over 1,000 miles without the need for finding sources for replenishment. There are, of course, fuel depots in many large towns to-day, so that the risk of being stranded is, with the Pagefield, not worth considering.

Sweet engagement was obtained at all times with the 16½-in. cone clutch, the frictional area of which was 140 sq. ins. Its stop was very effective.

For the braking tests, both the pedal and lever were used, the hand brake being regarded as the service one on account of its operation on the rear wheels, but, of course, the foot brake was used at other times momentarily to check the machine. Both brakes worked smoothly and had ample power. It was possible to lock the rear wheels by their application, but, of course, this was carefully avoided during braking tests. The roads were wet, following recent rain, but sudden braking caused no tendency to side-slip.

Indirect Gears.

Following these tests, we continued on the road through Stone and Rugeley to Lichfield. On the gradients on this route third gear was called for occasionally, but the good top-gear pulling powers made it unnecessary to use indirect gears with any frequency. A point of note is that dogs are employed for the third and direct gears, which are, of course, those most frequently employed. This facilitates gear-changing and should make for longer life of the third-speed gearwheel.

After a halt for food at Lichfield, a restart was made, the engine being practically cold, two revolutions of the crankshaft sufficed; the cylinders were not primed. The route then lay through Muckley Corner, Brownhills, Cannock, Newport, Market Drayton, Loggerheads, Whitmore, to Newcastle-under-Lyme and back to the garage at Tunstall.

The long and trying three-mile climb up to Loggerheads gave ample opportunity for checking the cooling capabilities of the radiator, which operates without the aid of a fan, thus simplifying the maintenance problem. At the top of the ascent the water in the header tank was at 194 degrees F. When checking the temperature we noted a useful point, viz., that replenishment can be made from a bucket owing to the large size of the filler cap. This is of the type held by two butterfly nuts, and has no screw threads to become crossed.

The course was, roughly, a triangular one. Therefore, the very high wind encountered throughout the day served both to help and to hinder the vehicle in its progress. On the second side of the course it was much more of hindrance than a help.

Throughout the day the cruising speed was in the neighbourhood of 25 m.p.h., and the average speed worked out at 18.8 m.p.h. About 40 miles were covered in darkness, and the efficacy of the standard electric lighting system was thoroughly proved.

Fuel-Consumption.

At Whitmore the gravity-feed fuel tank ran dry and it was replenished. The engine was restarted and the final stage of the journey begun. On arrival at the garage at Tunstall the tank on the dash was drained and its contents measured. The consumption rate was 13.3 m.n.g., and the gross ton-miles per gallon 143.64. It is interesting to note that this figure, which was obtained with a brand-new machine, is over 13 gross ton-mile per gallon, in excess of the maker's claim. During the run there were 23 vehicle stops and five engine stops, so that it will be appreciated that the day's work was truly representative of the work to which the Pagefield

points in the climb a restart was made on second gear (19.35 to 1). The clutch took up the drive smoothly and there was no tendency of the frame to "buck" as the wheels began to drive.

From the driver's point of view the Pagefield NG model needs very little understanding. There are, of course, the usual gear and brake levers and the customary three pedals, the accelerator being placed to the right of the clutch and brake pedals. The steering wheel and column are absolutely free of all controls. On the dash there is a regulator for the temperature of the air passing into the cylinders, this is only attended to a few moments after starting from cold when the engine begins to warm up, otherwise it is disregarded. There is an engine-stopping lever and a switch for the Autopulse fuel pump, which is electrically operated.

Next day the cold starting was again proved to be satisfactory and the vehicle was driven to Kidsgrove Hill. Stop and restarts were made at three points in the climb, one of which was on an acute bend having a gradient of about 1 in 6. To render matters more difficult, the start was effected with the front wheels on full lock. The engine was capable of starting the gross load of 10.8 tons on this hill with absolute ease on first gear. At the other

points in the climb a restart was made on second gear (19.35 to 1). The clutch took up the drive smoothly and there was no tendency of the frame to "buck" as the wheels began to drive.

Consideration for the User.

A novel feature of the Pagefield chassis is the use of horizontal reinforcing plates above and below the frame flanges, while a feature which is certain to appeal

to discerning lorry users is the fact that the brake hook-up mechanism is instantly accessible, the rods of the hand-operated system are outside the frame and comparatively low down, whilst the adjustments can be reached below the chassis, even in the case of the external-contracting brake upon the propeller shaft.

The rear axle, too, is unusually accessible, all moving parts can be taken out while the wheels are on the ground and without the need for using a jack. Engine accessibility has been well studied. The atomizers can be removed as easily as spark plug wires. Removal of a cylinder head causes the valves to come out at the same time, giving access to the interior of the cylinder and to the top of the piston.

Valve-tappet clearance is adjusted on the top of each cylinder after a cover plate has been removed. The crankcase is of the skeleton type enclosed by covers, their removal reveals the crank and other working parts.

In brief, our impression of the Pagefield-Gardner lorry is that of a solidly constructed goods vehicle capable of putting up a high average speed, and the fuel cost per mile places it in the forefront of oil-engined goods-carrying machines.

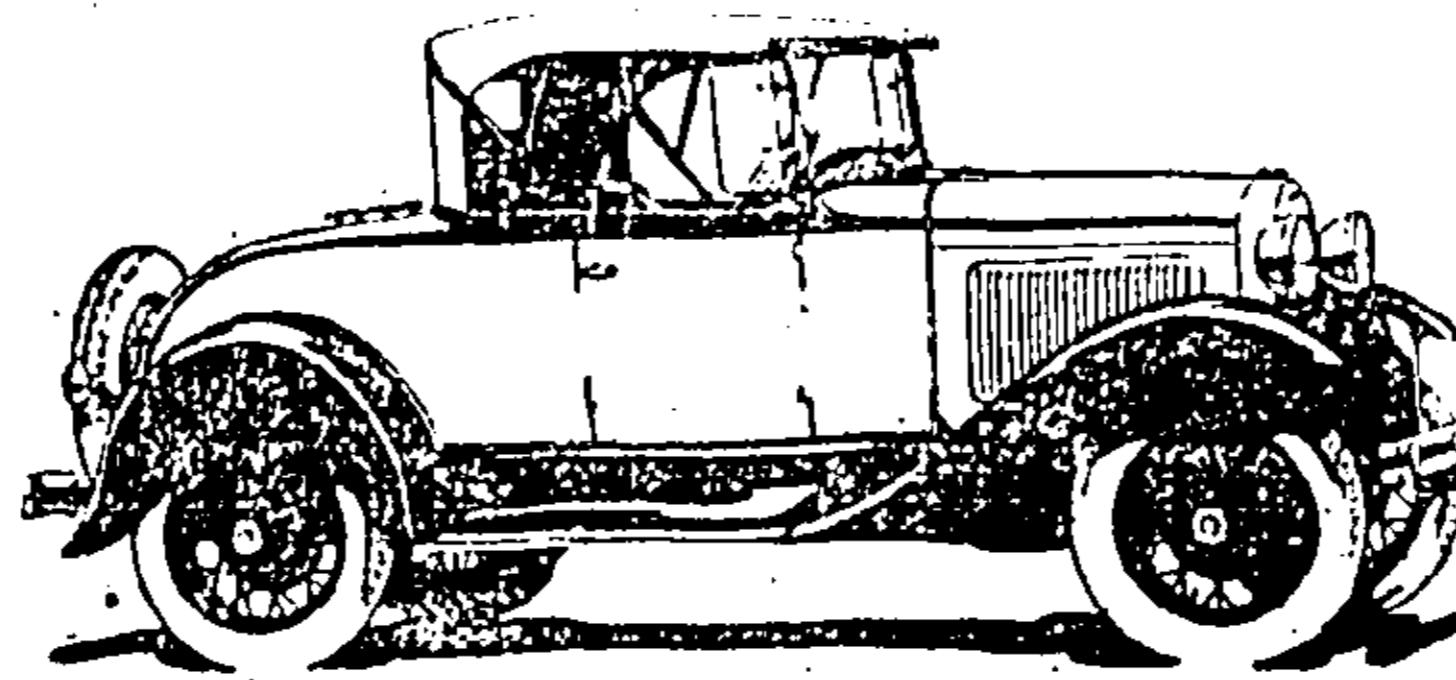
RIDE CONTENTEDLY
ON MICHELINS

Distributors:
A. GOEKE & CO.
4th Floor,
China Building.

Depot
FIAT GARAGE
Tel. 22221.
Tel. 224821.

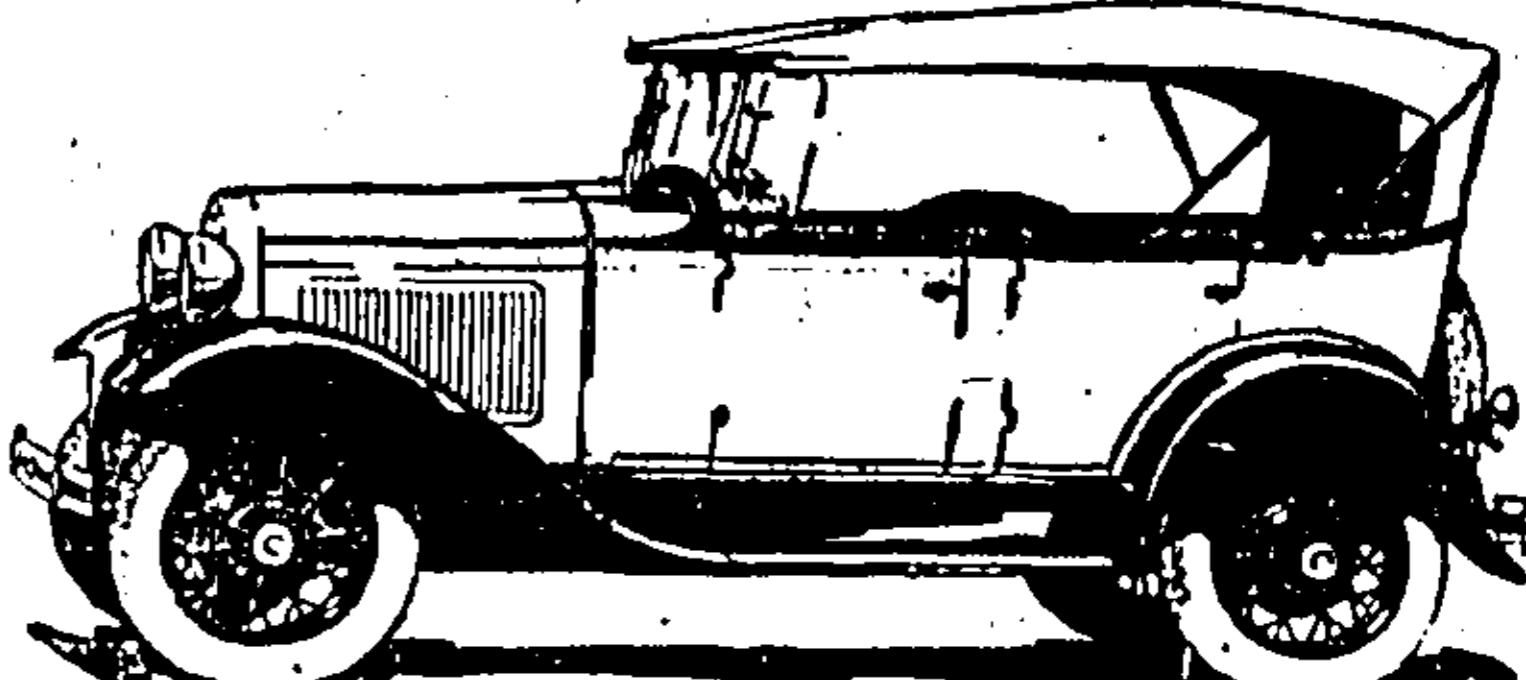
MICHELIN

A CAR FOR EVERY NEED
WITHIN THE PURSE OF ALL



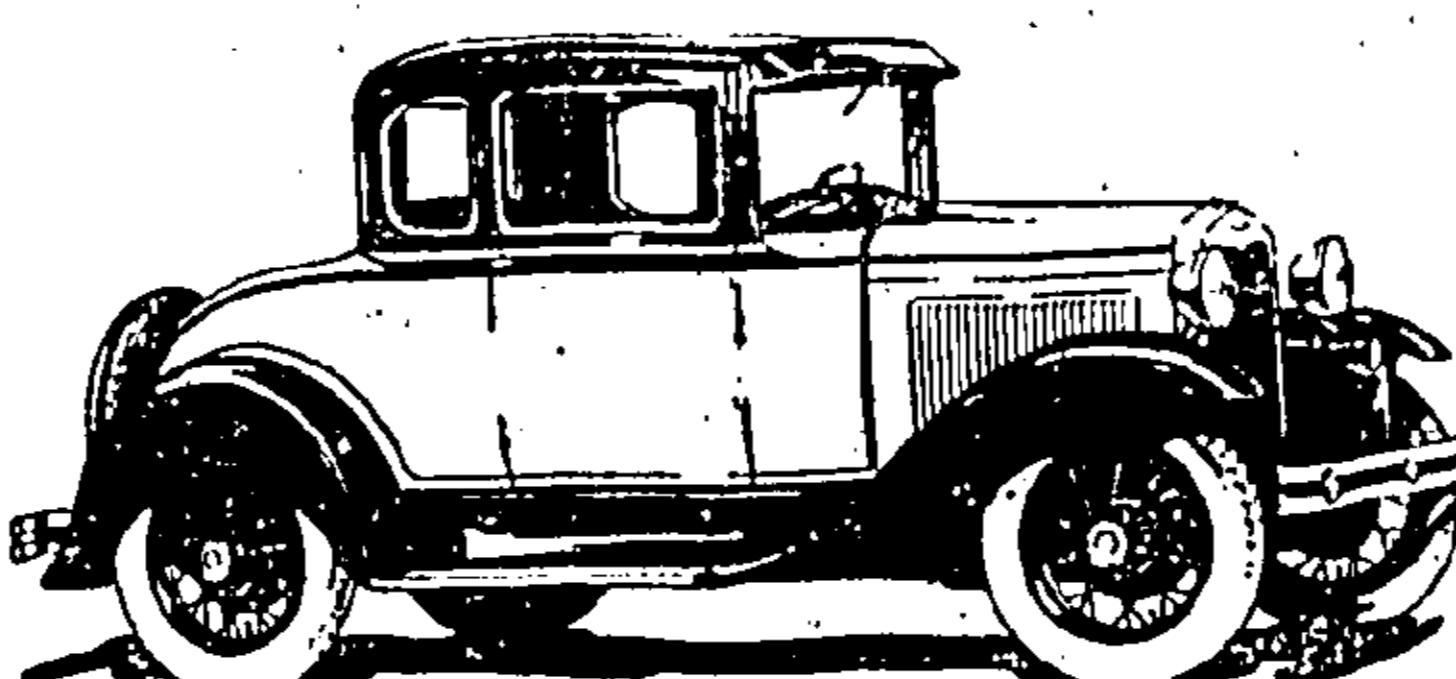
The New Ford Roadster

As nifty and speedy as it looks—for the younger set.



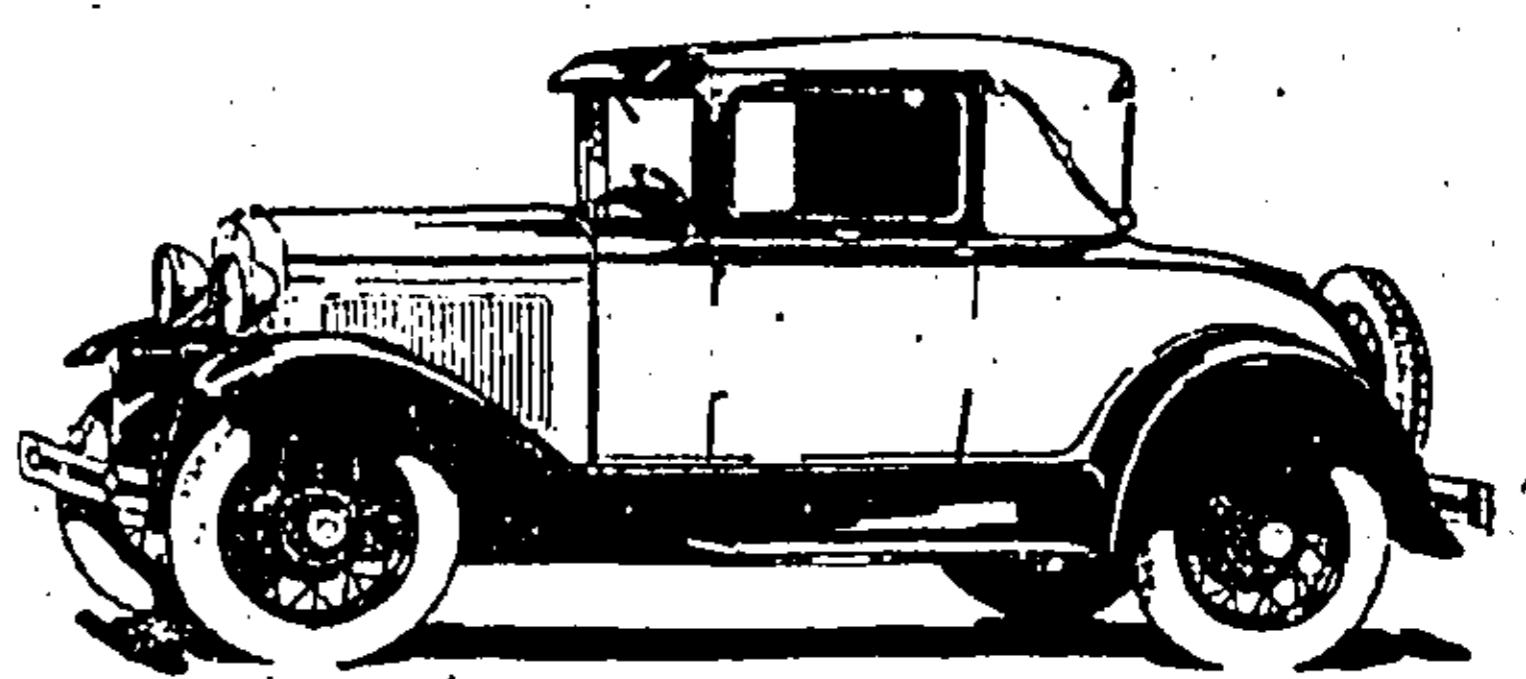
The New Ford Phaeton

An all-weather car for use the year round.



The New Ford Standard Coupe

For the business-man, doctor and those whose work requires a small and handy car with plenty of speed and power. Brings you to your destination in comfort and quick time.



The New Ford Sport Coupe

A decidedly sports car, combining the smart youthful dash of the roadster and the snug comfort of the coupe. Equipped with rumble seat.

-- FEATURES --

Choice of Colors

Steel-spoke Wheels

Triplex Shatter-Proof Glass Windshield
Four Houdaille Double-Acting Hydraulic Shock Absorbers
Fully Enclosed Four-wheel Brakes

Chrome silicon alloy valves

Three-quarter floating rear axle

More than twenty ball and roller bearings

Bright, enduring Rustless Steel for many exterior metal parts

Aluminum Pistons

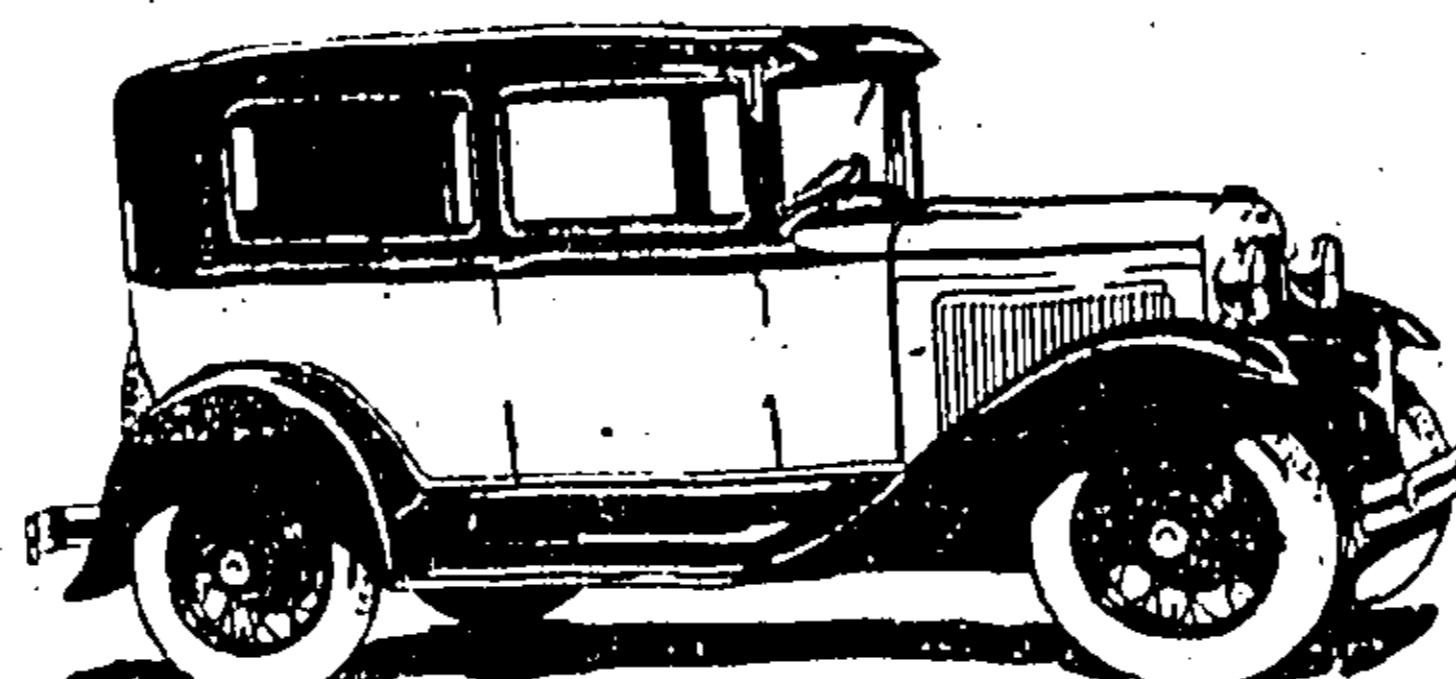
Torque-tube Drive

Extensive use of fine steel forgings

Quick acceleration

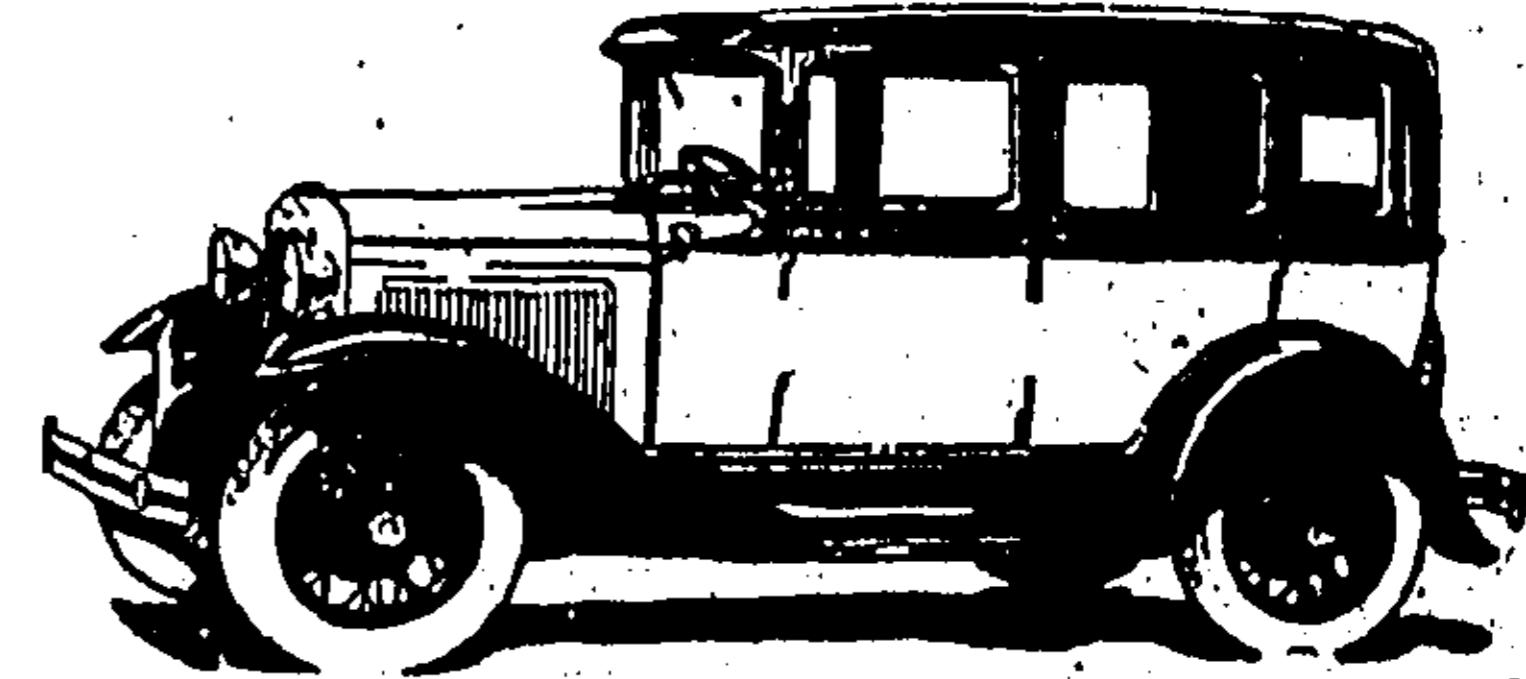
Fifty-five to Sixty-five miles an hour

RELIABILITY AND LONG LIFE EASE OF CONTROL
LOW FIRST COST LOW COST OF OPERATION AND UP-KEEP
GOOD DEALER SERVICE AFTER YOU BUY THE CAR



The New Ford Tudor Sedan

An ideal family car. Especially suitable for families with children.



The New Ford Town Sedan

For those who desire a small but high-class car with many comforts and refinements.

Ford produced 43.5% of total world output of American motor car industry during first 10 months of 1930. In 1929 it was 31.2%.
THIS SHOWS THE WORLD'S APPRECIATION OF PRESENT MODEL FORD CARS!

Motor car registrations in United States for January to October inclusive 1930 showed Ford, first as usual, with 992,370; next highest 565,623.

REAL EVIDENCE OF FORD POPULARITY!

Authorized Dealer: WALLACE HARPER & Co., Ltd. 745, Nathan Road, Mongkok, Kowloon.
Authorized Service Dealer: IDEAL MOTOR CAR Co. 416/20 Lockhart Road, Wan Chai.

BEHIND ALL FORD PRODUCTS



ARE FORD FACILITIES EVERYWHERE

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

THE
MOTOR UNION
INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON
OUR COMPREHENSIVE POLICY.

LOCAL AGENTS,
THE UNION TRADING Co., Ltd.
York Building.

Phone 27738.

VISION ON THE ROAD.

Strain of Driver's Eyes: Experiments by the Subject.

Few sections of the new regulations made under the Road Traffic Act, 1930, have aroused so much controversy as that which makes it incumbent on licence holders to sign a declaration of their standard of vision. Yet, on the face of it, the declaration appears to be very harmless. Applicants for a licence are merely required to answer the question: "Are you able to read at a distance of 25 yards in good daylight—with glasses, if worn—a motor car number plate containing six letters and figures?"

Thus, motorists are asked to test their own sight. In the majority of cases the task may present few difficulties. However, there are factors which it would be well for licence holders to bear in mind.

A number plate bearing this symbol—LT 1910—may be read at 25 yards in good daylight. Under the same conditions a number plate bearing a different symbol, such as EP 3856, may not be read by the same person. Letters such as B, G, M, and R, prove very much more difficult to read than such letters as A, J, L, and T, of the same size. Similar variations occur in the case of numbers. Before confidently answering the statutory question, motorists whose vision is defective would be well advised to test their sight on more than one number plate, if they have any doubt at all about their ability to pass the test. A wise plan would be to visit an optician or oculist and obtain glasses which increase the vision to a standard that is unquestionably higher than that implied in the test question.

A Very Limited Test Which Can be Applied.

The rough-and-ready test implied in the new declaration only covers a part of those visual conditions of motorists. It merely provides a very approximate measure of "central vision." The range of a number plate 25 yards away covers only a very small area of the eyes' sensitive receiving screen, the retina. Normally, the two eyes are capable of appreciating the presence of objects distributed over a wide area. When the possessor of a pair of normal eyes looks directly at an object straight in front of him he sees that object in detail, but he is also aware of objects above, below, to the right, and to the left of the central object fixed by

his eyes. The total extent of a normal area of vision is 90 degrees outwards, and in the other directions it is only limited by the eyebrows, nose and cheeks.

The existence of a wide area of vision is constantly utilized by drivers of cars. The peripheral parts of the area are comparatively useless for observing detail, but are of great value for detecting the movement of objects. When driving, the gaze is commonly directed to some point on the road in front of the car. The top of another moving car proceeding along a cross-road at right angles, for example, is first perceived on the peripheral part of the field of vision. Instinctively either the head and eyes, or the eyes alone, are turned so as to bring the moving object into the central part of the field of vision, where its details can be appreciated.

If the area of useful vision is reduced the capacity for appreciating movements of objects away from the direct line of vision is reduced. Unhappily, this reduction in the area of vision is not uncommon, yet the rough-and-ready "eyesight" test implied in the new regulations does not reveal the subnormal visual area. The ability to see detail is not necessarily proof of the possession of a wide area of vision. Some authorities express the contention that a seriously diminished area of vision is a greater handicap when driving a car than a diminished ability to recognize detail, with a normal ability to appreciate objects in the peripheral parts of the area of vision.

This area of vision can be ascertained without any difficulty by a test made as follows. Two people are necessary. Both stand in a good light, facing each other. A places his hand over the right eye; B places his hand over the left eye. The uncovered eye of each person looks fixedly at the other throughout the test. One of the two persons then takes a small piece of white paper, holds it midway between them and moves it up, down, sideways, and obliquely, until the limits of visibility are reached in all directions. If the field of vision of both persons is normal the limits of visibility should approximately coincide. Any considerable reduction is at once apparent and should suggest the need for a specialist's examination.

In more than 95 per cent. of cases of defective vision properly prescribed and fitted glasses will give the equivalent of normal sight. In the majority of cases where the eyes are incorrectly co-ordinated, even when the actual vision is quite good, glasses will help to prevent the eyes from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly. Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly, do not leave a battery standing in a discharged state for any length of time.

It is a good practice to wipe the terminals with a cloth on which there is a little vaseline.

Acid must never be put into the battery. If the electrolyte is spilled by accident, the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you.

When you disconnect the battery wrap the terminal wires in insulating tape.

According to reports from the United States there will be a general reduction of car prices early in the present year.

GRUELING TEST.

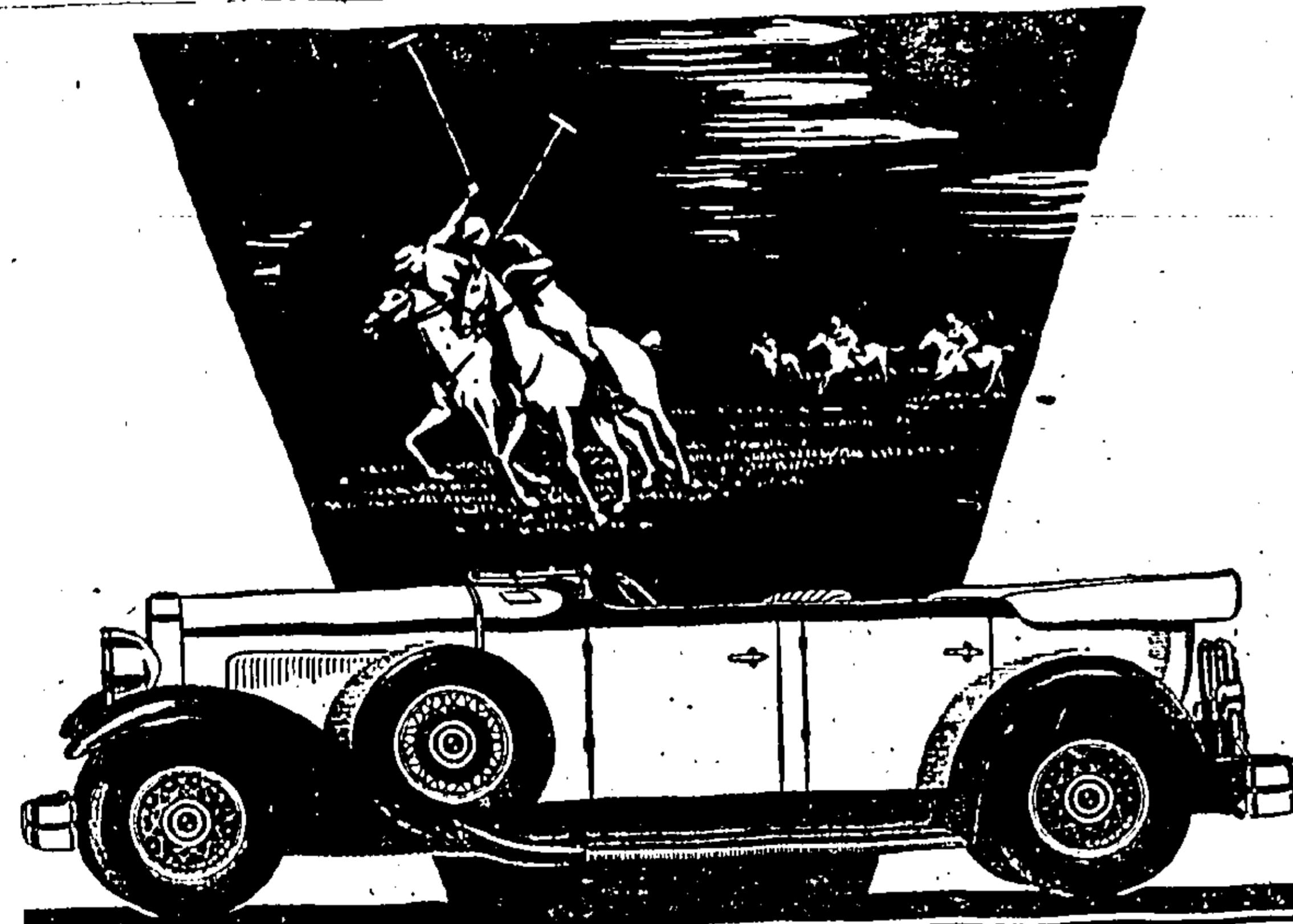
Over the Top with A Thornycroft.

WELSH CLIMB.

The driver of a Thornycroft 2-ton van in the employ of Messrs. Allen-Liversidge, Ltd., the well-known lighting engineers, of Liverpool, was given orders to convey a load to an out-of-the-way village in North Wales.

Nearing his destination, and enquiring his road, he was misdirected along a lane which became narrower and steeper as he proceeded until it deteriorated into a rough single track, leading eventually into the famous Bont Newydd Hill. Having arrived so far, the driver had no alternative but to tackle this mountain track, which has a wide reputation as an official test hill for motor cycle and car reliability trials, and a sinister one at that for weeding out the unfit. The hill has two active bends with ditches on either side, and a gradient of 1 in 5, but the driver's confidence in his Thornycroft was completely vindicated, for the vehicle set its teeth, so to speak, in first gear, and made a non-stop climb right over the top with its load of approximately 35 cwt.

The driver had the satisfaction of learning he was the first to climb this Bont Newydd Hill on a commercial vehicle, and sent the manufacturers a most appreciative letter certified by the signature of a witness who was present, to express his appreciation and astonishment at this outstanding performance of his Thornycroft vehicle.



A CAR FOR SPORT—PRICED LOW

SPORTSMEN demand in motor cars the same qualities of alertness and responsiveness which characterize the action of a spirited polo pony.

In the new Nash Phaeton for five, illustrated above, this desire is wholly attainable. For here is an out-of-doors, top-down touring car which is swift and sure-footed in densest traffic—quickly responsive to the driver's whim for a spontaneous burst of speed—yet instantly obedient to the slightest foot pressure on the 4-wheel brakes.

No car is more pleasurable to drive than

this new Nash Six. Its powerful high compression engine, its effortless gear shifting, its short turning radius and world's easiest steering provide a new motoring thrill—at a very low price.

Motorists marvel that a touring model of such pronounced quality can be purchased so low. And also that a car costing so little as this new Six can be so efficient and so highly satisfactory.

We shall be glad to arrange a trial run in this new Six that you may test the greatest motor car value ever offered to the motoring public by C. W. Nash.

The Oriental Motor Co.

303-9 Hennessy Road, Hongkong.

Tel. 20406.

THE
NEW

NASH



BATTERY "DON'TS."

Suggestions for Keeping It at Strength.

VALUABLE HINTS.

The Effect of Fatigue and Visual Non-co-ordination.

Normally, the two eyes work together in perfect harmony. Impulses are sent to both and are responded to equally and simultaneously by both organs. In a great many cases, however, this co-ordination between the two eyes is faulty. One eye tends to lag behind its fellow, and supplementary impulse must be given in order that actual squint does not develop.

It is when a person with defective co-ordination is fatigued that the latent tendency to squint becomes manifest. Momentary periods of double vision are experienced. Although the resultant discomfort and confusion quickly arouse the instinctive desire for single vision and the eyes return to their normal relationship, even the momentary disturbance of vision can have disastrous effects on driving efficiency when travelling at high speed. The number plate test fails to reveal any such tendency to latent squint.

Another eye defect against which motorists should be on their guard is night blindness. Though comparatively rare, it is a grave impediment to safe driving when the illumination is poor.

Colour blindness takes a number of forms. Contrary to a popular belief it does not imply blindness for all colours, but merely an inability to distinguish between certain colours. Red and green blindness are the commonest defects. Any driver who suspects his colour vision should obtain the collaboration of someone whose colour vision is known to be good, and then practise naming differently coloured lamps under varying conditions of illumination.

In more than 95 per cent. of cases of defective vision properly prescribed and fitted glasses will give the equivalent of normal sight. In the majority of cases where the eyes are incorrectly co-ordinated, even when the actual vision is quite good, glasses will help to prevent the eyes from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly.

Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly, do not leave a battery standing in a discharged state for any length of time.

It is a good practice to wipe the terminals with a cloth on which there is a little vaseline.

Acid must never be put into the battery. If the electrolyte is spilled by accident, the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you.

When you disconnect the battery wrap the terminal wires in insulating tape.

According to reports from the United States there will be a general reduction of car prices early in the present year.

AMERICA'S NEW FAD.

"Baby" Car Becoming Popular.

"AUSTIN'S FOLLY."

The little motor car that, on its introduction in the United States was humorously nicknamed "Austin's Folly," bids fair to be renamed "Austin's Victory."

It has struck the market at a psychological moment when Americans are not averse to saving their money. Even the familiar statement that petrol is so cheap in the United States that there is no need to save consumption has lost its force to-day.

Running costs, garage space, and all the incidents of owning a motor car have become a consideration to workmen and millionaires alike. This, no doubt, explains why the demand for the little machines exceeds the output.

Do not attempt to test the battery after filling with water.

Never put acid into the battery.

A storage battery can only be charged by a direct current, and when charging the positive wire of the charging current must be connected to the positive of the battery, and the negative to the negative. The voltage of the charging current should be somewhat greater than that of the battery, while the amperage should not be above one-tenth of the capacity.

When a battery is charged or discharged very quickly it will overheat, and this over heating may result in the plates warping. When the plates warp the paste will fall out of the grids. Not only will this prevent the battery from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly.

It is Hollywood's new favourite.

The rising "star" sits on top of her "Bantam," paint on it an advertisement of their product, and despatch the tiny vehicle around the country. Its present novelty in the United States attracts all eyes.

Cinema proprietors install a "Bantam" in their foyer as an attraction equal to the title of their latest film.

Enterprising manufacturers buy the "Bantam," paint on it an advertisement of their product, and despatch the tiny vehicle around the country. Its present novelty in the United States attracts all eyes.

Cinema proprietors install a "Bantam" in their foyer as an attraction equal to the title of their latest film.

It is Hollywood's new favourite.

The rising "star" sits on top of her "Bantam," paint on it an advertisement of their product, and despatch the tiny vehicle around the country.

It is the "Bantam" that is the most important of the causes that result from human failure.

This cause includes recklessness, intoxication, preoccupation, excitability and temporary distraction, it was explained.

Other causes were said to be ignorance, meaning lack of knowledge or skill, and physical and mental deficiencies.

Although most of the accident-prone drivers can be corrected, there is a certain percentage of the population, probably extremely small, that cannot possibly be made into safe drivers" the report said.

GENESIS OF MOTOR ACCIDENTS.

Capacity of Four-Lane Roads as Against Two Lanes.

knowledge or skill, and physical and mental deficiencies.

Although most of the accident-prone drivers can be corrected, there is a certain percentage of the population, probably extremely small, that cannot possibly be made into safe drivers" the report said.

The results of a new form of research was presented to the engineers from all parts of the country by Dr. A. N. Johnson, of the University of Maryland. Dr. Johnson has found the number of automobiles a highway will hold, meaning the greatest number of cars that can pass a fixed spot on a road in an hour without congestion.

Congestion on Highways.

He has found that a two-lane road is free of congestion up to 1,000 vehicles per hour, while a three-lane road is uncongested up to 1,000 vehicles and is congested less than one-fifth of the time up to 1,900. Observers on a four-lane road counted as many as 3,228 cars an hour. No greater number passed the concentration point was not reached.

LAYING UP CARS.

"For Economy's Sake" Not Economy.

WASTE OF TIME.

Interviews with motorists who have laid up their cars have disclosed, after due consideration, that what they were told they would gain in theoretical savings as regards wear and tear was wrong, as more money was

spent on alternative methods of travel and recreation says the Melbourne Herald.

One motorist who laid up his car, due to the popular cry of "stop motoring," found that he had actually expended nearly £3 in the month more than in the previous month when he was operating his car, and it was not possible to calculate in values his losses through waste of time.

Before laying up your car "for economy's sake" figure out whether the move actually will save money and remember that the average car carries five persons for the same cost as it carries one.

While laid up there is to be considered the interest on the capital cost of the car, continued market price depreciation while laid up, and the actual depreciation (deterioration) of tyres, the battery, and other parts.

Also the registration fees and insurance usually have been paid, and these represent lost money for the periods the car is laid up.



free wheeling makes these champion Eights still more economical

FOR the first time in automobile history, Free Wheeling as perfected by Studebaker, releases car momentum from subjection to the engine that creates it and puts that momentum to work—enabling a car to travel 10,000 miles for every 8,000 miles of engine effort. Free Wheeling is more than a feature of these champion new Studebaker Eights. It saves 12% to 20% in petrol and oil... simplifies gear changing... brings a new thrill to motoring. To possess first hand knowledge of Free Wheeling is to be informed of the greatest advance of the decade. Experience Studebaker Free Wheeling yourself today by test in traffic and on the highway.

THE HONG KONG HOTEL GARAGE

25, Queen's Road Central.

The Hong Kong & Shanghai Hotels, Ltd.

(Incorporated in Hongkong)

HONGKONG LEGAL PROFESSION.**REMOVING AN INJUSTICE TO SCOTLAND.****LAW TO BE AMENDED.**

The *Gazette* contains the draft of an Ordinance to amend the Legal Practitioners Ordinance, 1871.

It is explained that under section 21 of the principal Ordinance the court is empowered to approve, admit, and enrol such persons as have been admitted as attorneys, solicitors, or writers in one of the courts of London, Dublin or Edinburgh, or as proctors in any Ecclesiastical Court in England, to practise as solicitors in the court, and the expression "writer" is to be deemed to include "law agents" as defined in section 1 of the Act, 36 and 37 Victoria, chapter 63.

It is felt that the limitation to named cities is too restrictive. The rights and duties of Law Agents in Scotland are regulated by the Law Agents (Scotland) Acts, 1873 and 1891. The term "Law Agent" (equivalent to "solicitor in England") is defined by the former Act as "Law Agents, shall include Writers to the Signet, Solicitors in the Supreme Court, Procurators in any Sheriff Court, and every person entitled to practise as an Agent in a court of Law in Scotland."

The Secretary of State, in a recent circular Despatch (dated the 8th January, 1931) forwarding an extract from a memorandum of the Council of the Scottish Law Agents Society regarding admission to practise in the Colonies, states that he is sure that the intention is that the same privilege should be conferred upon solicitors in Scotland as upon solicitors in England and that therefore the reference, so far as Scotland is concerned, should be "law agents admitted to practise in Scotland" and nothing more.

Section 21 of the principal Ordinance is amended accordingly and sections 22 and 23 are made uniform therewith.

Sections 2, 22 and 23A of the principal Ordinance are also amended so as to give The Incorporated Law Society of Hongkong its correct title.

PENALTY PAID.**FOREIGN LADY'S MURDERERS EXECUTED.**

The murderers of Miss Dorothy Thompson who was killed on Keswick Road during October, 1928, were strangled last week, after final hearing in the Special District Court, at the Tzao Woo Ching Prison, Shanghai.

It will be recalled that Miss Thompson, at that time employed as a nurse in the Victoria Nursing Home, with her escort, Mr. Dudley Law, were promenading on Keswick Road in the twilight, when a gang of five men approached with intent to rob them. They covered Mr. Law, while Miss Thompson struggled to save her hand bag, whereupon the gang opened fire with no compunction whatever. Miss Thompson was riddled with bullets and died instantly. Mr. Law, after some months in hospital, recovered and was sent home.

The police immediately threw out their nets, but for the time being had no result. Later they found trace of several members of the gang and those who were executed were arrested.

On appearing in the Special District Court the murderers, when asked if they had anything to say or letters to send, requested that they should be served the usual meal and after eating were despatched to the prison in the large van.

Final sentence was passed by the prison magistrate, they admitting their crime. Within a minute they were fastened to the posts, wrists and ankles manacled, and within 10 minutes they were pronounced dead.

HARBOUR ADVISORY COMMITTEE.**NEW BODY TO REPLACE BOARD.**

It is noticed in the *Gazette* that His Excellency the Governor has appointed the following Committee to advise him in matters relating to the Harbour:

The Hon. Colonial Secretary (Chairman),

The Hon. Colonial Treasurer,

The Hon. Director of Public Works,

The Hon. Harbour Master,

The Hon. Mr. C. G. S. Mackie,

Mr. Alan Cameron,

Commander E. D. Brooke, R.N.,

Mr. T. N. Chau.

The Committee, which will be designated the Harbour Advisory Committee, is substituted for the Harbour Board created in 1929.

LOCAL RADIO.**CHURCH SERVICE RELAY SUNDAY MORNING.**

The radio programme to be broadcast by Z. B. W. on a wavelength of 356 metres to-day is:—
4.00-7.00 p.m. Chinese Programme.
7.00-11.30 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

7.00-7.22 p.m. Popular Talkie and Musical Comedy Tuners,
Orchestra-Song Of The Soul (From "The Climax").

7.22-7.30 p.m. Concert Items.

Song-Swiss Echo Song (Eckert).
Song-Li Ho Ho The Gentle Lark (Shakespeare-Bishop).

Marion Talley (Soprano).
Instrumental Quartet-Irish Cradle Song (Pochon).

Instrumental Quartet-Negro Spirituals (Arr. Pochon).

Florence Quartet. 6594.

Song-My Old Kentucky Home (Foster).

Song-Love's Old Sweet Song (Bingham and Molloy).

Amelita Gall-Curci (Soprano). 1412.

Violoncello Solo-Nocturne in E Flat (Chopin and Popper).

Violoncello Solo-Prelude (Chopin and Slevking).

Pablo Casals. 6589.

Song-Gunga Din (Kipling and Sproat).

Song-Boots (Kipling and Feltman).

Reinhard Warrenrath (Baritone). 6583.

Violin Solo-Serenade In G Major (Armeny).

Violin Solo-Minuet In G (Beethoven). Mischa Elman. 1434.

8.15-8.57 p.m. Orchestral.

Spanish Dance (Granados).

Triana (Albeniz).

New Light Symphony Orchestra. 35977 and 35978.

Rustic Wedding Symphony (Schreker).

Victor Concert Orchestra. 36983.

A Night In Venice (Strauss).

State Orchestra. 21085.

Caprice-Vivace (Korngold).

Copland Ballet-Dance of the Automobiles and Waltz (Delibes).

San Francisco Symphony Orch. 6583.

8.57-9.30 p.m. Operatic.

Song-Hamlet-Mad Scene (Thomas).

Amelita Gall-Curci (Soprano). 6562.

Song-Aida-Heavenly Aida (Verdi).

Bohemian-Rudolph's Narrative (Puccini).

Giovanni Martinelli (Tenor). 6595.

Orchestral-Tristan and Isolde (Wagner)-Prelude.

Song-Boots (Kipling and Feltman).

Song-Louis (Charpentier)-Ever Since The Day.

Lucrezia Bori (Soprano). 6561.

9.30-11.30 p.m. Dance Programme.

Fox Trot-Happy Days are here Again. 23221.

Fox Trot-Lucky Me Loveable You. 22221.

Fox Trot-The Web of Love. 22141.

Fox Trot-I'm In Love With You. Waltz-Shepherd's Serenade. 22233.

Fox Trot-Charming.

Fox Trot-What's The Use. 22493.

Fox Trot-I'd Like To Find The Guy That Wrote The Stein Son.

Fox Trot-What A Fool I've Been. 22610.

Fox Trot-I Hate Myself.

Fox Trot-When Your Hair Has Turned To Silver. 22595.

Fox Trot-My Temptation. 22202.

Fox Trot-I Want To Be Happy.

Fox Trot-Anchors Aweigh. 22424.

Fox Trot-The Mug Song.

Waltz-Reaching For The Moon. 22613.

Fox Trot-Truly I Love You.

Fox Trot-Swingin' In A Hammock. 22463.

Fox Trot-Cheer Up.

Fox Trot-M. A. R. Y. I. Love You. O. U. 22621.

Fox Trot-Gypsy Dream Rose.

Waltz-A Bundle Of Old Love Letters. 22255.

Fox Trot-Should I?

Fox Trot-Harmonica Harry. 22238.

Fox Trot-The Man From The South.

Fox Trot-Takes You. 22406.

Fox Trot-Daddy, Won't You Please Come Home.

Waltz-It Happened In Monterey. 22370.

Fox Trot-The Song Of The Dawn.

Fox Trot-I'm Still Caring. 21976.

Fox Trot-I'm Just A Vagabond Lover.

Waltz-Don't Forget Me In Your Dreams. 22085.

Waltz-Tears. 22006.

Fox Trot-I'm Alone Because I Love You.

Fox Trot-Say "Hello" To The Folks. 22612.

Fox Trot-Heartaches. 21910.

Waltz-Raquel. 11.30 p.m. Close Down.

SUNDAYS' PROGRAMME.

11.00-12.15 p.m. St. John's Cathedral Service.

12.15 p.m. Chinese Programme.

1.00 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.

8.00-10.00 p.m. European Programme of Victor and H. M. V. Records kindly supplied by Messrs. Mouttrie and Co.

8.00 p.m. Weather Report, Local Time, etc.

8.45-9.44 p.m. Concerto No. 2 In C (Rachmaninoff).

Serge Rachmaninoff with Leopold Stokowski and the Philadelphia Orchestra. M. 68.

8.44-10.00 p.m. Choral Hall, Gladdening Light (Wood).

Choral Angels Ever Loving (Tchaikovsky).

Choir of St. Paul's Cathedral. B. 8103.

Song-Long, Long Ago (Thomas Bayley).

Song-Amily Laurie (William Douglas-Lady J. Scott).

Hilda Lashanska. 1220.

Pianoforte Solo-Nocturne A Raguzo. Ignacy Jan Paderewski. 6700.

10.00 p.m. Close Down.

TWO-HOUR BATTLE IN DOWNPOUR.**DETECTIVES RESCUE TWO BANDIT VICTIMS.****THRILLING AFFAIR.**

Canton, Apr. 10. After spending five months in the hands of bandits, who were holding them to ransom, two students of the Nanking Middle School, Canton, were rescued two nights ago after a pitched battle between detectives and the kidnappers.

Two youths, Liang San-yao and Tsai Yen-chien, were captured in November last and it was only a few days ago that special investigations revealed their place of detention, an isolated group of huts at Wong Shu-klang in the Pun-ye District.

The Commissioner of the Bureau of Public Safety ordered a raid upon the bandit lair, and a raiding party of detectives reached their objective at about three o'clock in the morning.

Warning of their approach had been given, but not soon enough to permit the bandits to escape with their captives. They decided to put up resistance, and a stubborn fight took place in a terrific downpour of rain, lasting for over two hours. There were nearly thirty bandits, all of them well armed, and the exchange of fire sounded almost like the rattle of machine-guns.

After two hours, the bandits were forced to abandon their stronghold, leaving their victims behind. The students were then escorted to Canton and handed over to their relatives.

—Our Correspondent.

SHARE PRICES.**TO-DAY'S QUOTATIONS.**

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank. \$2050 ss.

Chartered Bank. \$151 ss.

Mercantile A. and B. \$24 ss.

East Asia. \$118 ss.

Insurances.

Canton Ins. \$1370 ss.

Union Ins. \$630 ss.

China Underwriters. \$4.35 ss.

China Fires. \$525 ss.

H. K. Fire Ins. \$1300 ss.

Douglas. \$23 1/2 ss.

H. K. Steamboats. \$26 ss.

Ind

'MAMBA' MAJESTIC THEATRE

The dramatic romance of a purchased wife told thrillingly in an

All-Talking
All-Technicolor
Super-Spectacle

with
Jean Hersholt-Eleanor Boardman-Ralph Forbes

Directed by
Al Rosell



A TIFFANY PRODUCTION

Mamba — A Poisonous Snake feared in the African Jungle, and equally poisonous and fearful was August Bolte, whose wealth bought him a beautiful Bride but whose power could not win her love.

Telemac[®]

BEST OF ALL LIGHT-WEIGHT WATERPROOF



Fresh
Shipment
of
Ladies'
&
Gentlemen's
Styles
in
Various
Shades
&
Sizes

THE SINCERE CO., LTD.
SOLE DISTRIBUTORS.

COOK'S AND WAGONS-LITS WORLD TRAVEL SERVICE



STEAMSHIPS—RAILWAYS—AEROPLANES—HOTELS
Traveller's Cheques. Letters of Credit.
Drafts. Telegraphic Transfers.

SUEZ—PACIFIC—SIBERIA

GOODS DELIVERED TO ALL PARTS OF THE WORLD.

THOS. COOK & SON, LTD.
(INCORPORATED IN ENGLAND.)
1st Floor . . . Pedder Building . . . Hongkong.
Cable Address: "COUPON." Tel. 58011

TENNIS TOURNEY.

FINCHERS BEATEN IN THE DOUBLES.

The Rumjahn cousins advanced another step towards the retention of the doubles tennis championship title, which they have now held for six years, when they defeated the brothers E. C. and E. F. Flinchor in the fifth round yesterday, thus qualifying for the semi-final.

The champions, although winning in straight sets, had a much harder struggle than the scores suggest, and indeed, were a little fortunate in securing the first set. It was a period of amazing fluctuations, with the Indians taking a two-nil lead, and then seeing the Kowloon players win the next five games in a row. After this totally unexpected reverse, the Rumjhahs returned to give a display more in keeping with their reputation and undoubted abilities, and by winning the next five games, also captured the set.

The second stanza did not possess the same amount of interest, the exchanges becoming rather loose, with blunders on both sides rather more than usually prominent. But it was good tennis while it lasted, with the Rumjhahs' worthy winners, "H.D." was the mainstay of the winning team, his general all-court work being the means of robbing the Flinchers of points, after several bad mistakes on the part of "Sirdar," who, although occasionally brilliant, was too erratic to allow spectators to view his work with any degree of complacency.

On the opposite side of the net, E. F. Flinchor gave a similar display studded with unexpected and unaccountable errors, which, try as he might, "E.C." could not wholly cover up. "Teddy" was again the acme of a steady, clear-thinking player, who realised better than anybody else, the task laid upon his shoulders as a result of his partner's unreliance. He played his part manfully, and covered an amazing amount of ground in efforts to retrieve the net and point-winning placements of the Indian pair.

In the singles, C.A.L. Rumjahn qualified to meet "S.A." at the semi-final, by defeating H. N. Chau, with the loss of but two games in two sets. Chau was unable to interpret the subtle wiles of the old Tientsin player, and was so much on the defence, that any attacking strokes he might have possessed could not be revealed.

Scores:
S. A. and H. D. Rumjahn beat E. F. and E. C. Flinchor 7-6, 6-3.
C. A. L. Rumjahn beat H. N. Chau 6-1, 6-1.

Handicap Doubles—Sayer and Humphreys beat Foley and Montgomery 6-7, 6-1, 6-2.

Handicap Singles—"B."—Woman beat Clarabut 3-6, 6-4, 6-4.

GARRISON CRICKET.

R.A.M.C. CONCLUDE MOST SUCCESSFUL SEASON.

The R.A.M.C. Cricket Team has now practically finished the season's fixtures, and has won the Army "Junior" Shield, without a defeat in the six matches played. Their opponents were the 12th, 20th, and 31st Heavy Batteries Royal Artillery, Royal Engineers, Royal Corps of Signals, and Service Corps. The success must produce a feeling of regret that an eleven was not entered for the Junior Division of the Hong Kong Cricket League.

In a match on Sunday last, against a Government Civil Hospital team, Captain Anderson made local history by taking all ten wickets. Captain Anderson was almost unplayable, for the hospital side made the respectable score of 77 in all. This total was not good enough for the R.A.M.C., who had knocked up 160. Pte. Fellowes obtaining a useful 62 by rather slogging methods, hitting seven fours of successive balls.

Fellowes thus placed himself at the head of the batting averages, with 27.25 runs in each of four innings. Next comes Sgt. Butterman, who keeps wicket for the Crolengower Club, with 24.36 for thirteen innings (twice not out). Capt. Davies, who has also played in Crolengower and Army sides, is third, with an average of 24.23 per 10 innings (twice not out), and scoring 104 on one occasion without losing his wicket. Davies has also the distinction of taking the highest number of wickets, his 42 costing only 5.47 runs apiece, whilst he heads the list of catches with 13 to his credit.

Captain Anderson was the most destructive bowler in the side, however, taking 39 wickets for 123 runs, or 3.68 per wicket. S.M. Shelley, but for an injury in the middle of the season, would probably have returned better figures than 27 wickets at a cost of 8.70 runs each. In the early part of the season, he was particularly deadly on grass, once taking 8 wickets for 11 runs.

In the Army League matches, the R.A.M.C. have scored 615 runs, whilst their opponents have been able to get only 424. Of ten friendly games played, often against superior sides on paper form, five have been won, and one drawn. The total runs scored in all matches amount to 1669, at an average of 12.84 per wicket, against 1310 runs, and an average of 8.19, by their opponents.

The secret of the success of the R.A.M.C. XI has not been due to individual brilliance so much as to keen team-work and backing-up that has made the most of advantages gained by the possession of one or two "stars".

RUSSO-GERMAN TRADE

LONG-TERM CREDITS BEING NEGOTIATED.

Berlin, April 10.

Orders which the Russian Government intends to place in Germany on long term credits, as to which the German Government is prepared to guarantee up to 70 per cent, are the subject of negotiations which opened to-day between German industrialists

AUCTION BRIDGE.

SPORTS CLUB DEFEAT KOW LOON CRICKET CLUB.

A bridge match was played on Thursday evening at the Kowloon Cricket Club between the K.C.C. and a visiting team from the Sports Club. There were eight players on each side, the match resulting as follows: J. P. Braga and M. H. Lo (S.C.) beat V. C. Labrum and L. Jack (S.C.) by 1,103; beat D. S. Green and C. G. Harrison by 1,342; lost to R. E. Lindell and J. C. Lyal by 303; lost to A. Hyde-Lay and C. J. Tacchi by 990.

Becker and Ho Ki (S.C.) beat Lindell and Lyal by 104; beat Labrum and Jack by 109; beat Green and Harrison by 244; and lost to Hyde-Lay and Tacchi by 1,002.

H. Lo and A. Zimmerman (S.C.) beat Labrum and Jack by 1,221; beat Green and Harrison by 603; beat Hyde-Lay and Tacchi by 510; lost to Lindell and Lyal by 24.

Ho Leung and Hong Sling (S.C.) beat Labrum and Jack by 1,074; beat Green and Harrison by 172; beat Lindell and Lyal by 250, and lost to Hyde-Lay and Tacchi by 692.

The various pairs fared as follows: Braga and Lo, 1,062 up; Becker and Ho Ki, 435 down; H. Lo and A. Zimmerman, 2,370 up; Ho Leung and Hong Sling, 810 up; Lindell and Lyal, 57 up; Hyde-Lay and Tacchi, 2,441 down; Labrum and Jack, 2,607 down. The Sports Club won the match by 3,807 points.

A most enjoyable evening was spent with an interval for dinner, during which speeches were made by the Presidents and managers of the respective sides.

and the Soviet economic delegation.

The latter are profiting by their mission to visit German industrial establishments.—Reuters.

Summer Shoes

NEW AND SMART DESIGNS IN
NATURAL CRASH,
WHITE CANVAS,
YELLOW CANVAS.

Choose your Summer Footwear
early.....from—

GORDON'S

Shoes with a Reputation.
OVER HALF A MILLION
LBS. OF HONEY IS USED
ANNUALLY IN THE
PREPARATION OF

Orbridge's Lung Tonic

FAMOUS FOR OVER 50 YEARS AS
THE MOST EFFECTIVE CURE
FOR COUGHS & COLDS.

Obtainable at all Stores & Dispensaries.

Sole Agents:—

GILMAN & CO. LTD., Hongkong
A.P.B. 4

CINZANO

ITALIAN VERMOUTH
is made with the finest Italian White Wine.
It is very wholesome—It is not a Liqueur.

Some ways of using it:

PLAIN: It's not too sweet and not too dry."

IN ALL COCKTAILS, where Vermouth is used.

AS A LONG DRINK IN SUMMER, with mineral water.

The Perfect Cocktail
"GIN & CIN"
A DRY GIN, & CINZANO VERMOUTH
A SQUEEZE OF LEMON

WHAT ABOUT "IT"?

Will you have a "Gin and It"?

The knowing man says: Oh no!

I'd rather have a Gin and Oi.

The "It" is then "Cinzano."

"CINZANO" stands for quality.
Quality is equal to "CINZANO."

In one you have both!

Obtainable from All Wine Merchants.

So will you be if you fit your set with
Osram Valves



THE BLUE FUNNEL LINE

REGULAR & FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

HECTOR 15th Apr. For Port Said, Marseilles, London, Rotterdam & Glasgow
ANCHRIES 21st Apr. For Port Said, Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

TEIRESIAS 20th Apr. For Port Said, Genna, Havre, L'pool & Glasgow
ELPENOR 29th May For Port Said, Genna, Havre, L'pool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
IXION 11th Apr. For Victoria, Van'ver & Seattle
TYNDAREUS 2nd May For Victoria, Van'ver & Seattle

INWARD SERVICE

AGAMEMNON Due 12th Apr. For S'hai, Moji, Kobe & Yoko.
MEMNON Due 15th Apr. For S'hai, Moji, Kobe & Yoko.

PASSENGER SERVICE

HECTOR Sails 16th Apr. at noon. For S'pore, Miles & L'don
SARPHON Sails 2nd May For S'hai, Tairgian, Taku & Dalian

Also cargo steamers with limited passenger accommodation at specially reduced fares

For freight, passenger rates and information apply to—
BUTTERFIELD & SWIRE.
Agents

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM \$88 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
Shinjo Maru Tuesday, 14th Apr.
Chichibu Maru Wednesday, 29th Apr.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
Hoian Maru Tuesday, 21st Apr.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Hakozaki Maru Saturday, 18th Apr.
Torukuni Maru Saturday, 2nd May.

SYDNEY & MELBOURNE via Manila & Ports.
Kamo Maru Saturday, 25th Apr.
Kitano Maru Saturday, 23rd May.

BOMBAY via Singapore, Panang & Colombo.
Tango Maru Saturday, 11th Apr.

Tottori Maru Monday, 27th Apr.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru Wednesday, 22nd Apr.

NEW YORK, BOSTON via Panama.
Lisbon Maru Monday, 13th Apr.

TSUYAMA Maru Saturday, 2nd May.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Liwa Maru Monday, 13th Apr.

CALCUTTA via Singapore, Penang & Rangoon.
Muroran Maru Wednesday, 15th Apr.

AKITA Maru Wednesday, 29th Apr.

SHANGHAI, KOBE & YOKOHAMA.
Kitano Maru (Nagasaki Direct) Wed, 15th Apr.
Hikawa Maru (Yokohama Direct) Wed, 15th Apr.
Haruna Maru Friday, 17th Apr.

*Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION:

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Waishing Yatshing Kwonggang Hopsang	Sun. 12th Apr at 7 a.m. Wed. 15th Apr at 7 a.m. Sun. 19th Apr at 7 a.m. Wed. 22nd Apr at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yungsang Kumsang Suisang	Tues. 21st Apr at 3 p.m. Fri. 8th May at 3 p.m. Wed. 13th May at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kumsang Suisang Hosang	Fri. 17th Apr at 7 a.m. Satur. 25th Apr at 7 a.m. Wed. 6th May at 7 a.m.
TO SANDAKAN	Hinsang Mausang	Wed. 15th Apr at noon. Fri. 1st May at noon.
TO TIENSIN via SWATOW & FOOCHOW	Chooingshing Chipshing	Wed. 15th Apr at noon. Fri. 24th Apr at 7 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 30311.

General Manager:

NEW CHURCH AT KOWLOON.

OPENING OF THE UNION CHURCH.

The new Kowloon Union Church was opened by His Excellency the Governor yesterday afternoon, in the presence of a large gathering.

The erection of this modern and roomy Church, which has fulfilled a great need, was rendered possible chiefly by big gift made by the late Sir Paul Chater, and the amount which still has to be procured amounts to \$1,634.70.

His Excellency, who was accompanied by Lady Peel and Capt. T. A. H. Coltrman, A.D.C., were met on arrival by the presiding Minister, the Rev. J. Horace Johnston, after which those present sang two verses from Psalm 18. This concluded, His Excellency, together with Mr. D. Gow, walked up the steps to the front door of the new Church, which he opened with a golden key.

In presenting the key to His Excellency, Mr. Gow said:

Your Excellency, I am privileged on behalf of the minister, office bearers, and general body of the Kowloon Union Church to thank you for so honouring us by coming here this evening to open our new place of worship. We would also respectfully acknowledge the presence of Lady Peel.

I have also the honour to ask your Excellency's acceptance of the key with which you have opened the doors of this new Church as a memento of the occasion. The key is presented by Messrs. Leigh & Orange, architects, who are responsible for the design of this artistic and beautiful building, and who have very thoroughly supervised its construction throughout.

We are hoping that with this permanent, well appointed and comfortable place of worship, the Kowloon Union Church will enjoy a much wider support from Kowloon residents in the future. I now, Sir, have the pleasure to hand you this key.

Speech by His Excellency the Governor.

In accepting the key from Mr. Gow, His Excellency said:

Mr. Johnston, Mr. Gow, ladies and gentlemen, it gives me great pleasure to open to-day this new Union Church at Kowloon. I tender my sincere thanks for the key which has been presented to me as a memento of this happy occasion. The history of the Union Church in Hongkong goes nearly as far back as the history of the British occupation here. I was greatly interested to read the other day the Dr. Legge was the founder and father of the Union Church in this Colony. As a boy I knew his nephew very well and on occasions heard the latter preach. This was some 45 years ago and I remember hearing then of Dr. or "Chinese" Legge as he was sometimes called. I never anticipated that I should one day be brought into direct contact with his work. He built the foundation of the Union Church more strong and lasting perhaps than he realised and he would be delighted to see the solid structures which have been erected on that foundation. The Union Church on the Island has long been a flourishing institution, but that here in Kowloon is of more recent growth and only started to reach solidity after the arrival of Mr. Johnston in 1923. It has passed through various vicissitudes but is now firmly established and this success is undoubtedly in a large measure due to Mr. Johnston's efforts. I understand that he is shortly leaving this Colony. He will have the satisfaction of knowing that he leaves

PRINCE CONCLUDES SPEECHMAKING.

THE OPPORTUNITIES IN SOUTH AMERICA.

Rio de Janeiro, Apr. 10. The Prince of Wales in his last speech on his South American tour, made at the Copacabana Hotel, said that he spoke "after a somewhat strenuous but interesting and pleasant triv."

He dealt with the importance of reciprocity in trade, and the desirability of increased consumption of Brazilian products in Britain, and gave an assurance to the British communities of his intention to follow up their difficulties and problems after his return home.

He congratulated the British people everywhere abroad on their possession of great opportunities, particularly in South America, where progress and development were proceeding with such rapidity. Even the most acute economic crisis cannot check the advance of this country for long.—Reuters' American Service.

POPULAR VICTOR RECORDS.

22458 { *Cheer Up.*
Swinging in a Hammock

22389 { *When Its Springtime on the Rockies.*
Down the River of Gold-on Dreams.

22321 { *Stein Song.*
St. Louis Blues.

22221 { *Happy Days are Here.*
Lucky Me, Lovable You.

22148 { *I'm a Dreamer.*
If I Had a Talking Picture.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

S.S. PRES. JEFFERSON

will sail for

MANILA

at 4.00 p.m.

SATURDAY,

APRIL 11th.

8, Des Voeux Road, Central.

(Entrance Ice House Street.)

Telephone C. 24848.

ASAHI BEER

sole Agent:

MITSUI BUSSAN KAISHA LTD.

HONGKONG



THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

(with Limited, but exceptionally good, passenger accommodation).

Loading Direct For
GENOA, ALGIERS, ORAN, ROTTERDAM, (AMSTERDAM), HAMBURG, OSLO, GOTENBURG AND OTHER SCANDINAVIA PORTS.

Sailing about
M.V. "NANKING" 12th May.
S.S. "SUMTARA" 9th June.
M.V. "NAGARA" 4th June.
M.V. "AGRA" 8th August.
M.V. "SHANTUNG" 8th Sept.
MANILA, AND JAPAN PORTS.

Sailing about
S.S. "SUMATRA" 2nd May.
M.V. "NAGARA" 22nd May.
M.V. "AGRA" 22nd June.

Passenger Rates Hongkong to Europe £50.
For further particulars, apply to the Agents—

GILMAN & CO., LTD. G. E. HUYGEN
Hongkong Canton.

GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November 65.12 Od.
1st December/31 May 68.00

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" 28th Apr.

Steamship "GLENIFFER" 30th May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENIFFER" 28th Apr.

Motor Vessel "GLENOGLE" 8th May.

Steamship "GLENSHANE" 25th May.

Motor Vessel "GLENAPP" 19th June.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Canton.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

No. 1 for Rheumatic Complaints. No. 2 for Gout & Rheumatism. No. 3 for Chronic Weakness.

Each bottle contains 100 ml. (3.4 fl. oz.)

Each bottle contains 100 ml. (3

THE SUN NEVER SETS
ON
**EXSHAW'S
BRANDY**

The first choice of all Connoisseurs.

The Connoisseur comes to Caldbecks.

Obtainable at all leading Stores and Dealers.

Sole Agents:-

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies' Ordinances of Hongkong.)

Prince's Building. Ice House Street. Telephone 20075.

**CANADIAN
PACIFIC**

QUICKEST TIME ACROSS THE PACIFIC
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver	Arrive
Leave	Leave	Leave	Leave	Leave	Arrive	
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14	
Empress of Russia	May 8	May 11	May 14	May 16	May 25	
Empress of Japan	May 23	May 26	May 29	May 30	June 10	
Empress of Asia	June 5	June 8	June 11	June 13	June 22	
Empress of Canada	June 20	June 23	June 25	June 27	July 6	
Empress of Russia	July 3	July 6	July 9	July 11	July 20	
Empress of Japan	July 18	July 21	July 24	July 25	Aug. 5	
Empress of Canada	Aug. 3	Aug. 6	Aug. 8	Aug. 10	Aug. 17	
Empress of Asia	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30	
Empress of Canada	Aug. 21	Sept. 3	Sept. 5	Sept. 7	Sept. 14	
Empress of Russia	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27	
Empress of Japan	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	
Empress of Asia	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25	
Empress of Canada	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9	

* Call at Honolulu six days after departure from Yokohama.
"Empress of Russia" and "Empress of Asia" calls at Nagasaki.

HONG KONG—MANILA

Leave	Arrive
Hong Kong	Manila
ENP. of CANADA Apr. 18	Apr. 20
ENP. of RUSSIA Apr. 30	May 2

Telephone 20762

Freight 20042

WORLD'S GREATEST TRAVEL SYSTEM



MESSAGERIES

FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLE via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

ANGERS..... 14th Apr.
FELIX ROUSSEL 28th Apr.
G. METZINGER..... 12th May.
SPHINX..... 26th May.
PORTHOIS..... 9th June.
CHENONCEAUX... 23rd June.
ATHOS II..... 7th July.
D'ARTAGNAN..... 21st July.
FELIX ROUSSEL 21st July.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by shipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp). For full Particulars apply to:

MESSAGERIES MARITIMES,

Telephones: 20651.

Queens' Building

ANNUAL MEETING OF INSTITUTE.

THE ENGINEERS AND SHIPBUILDERS.

In the absence of Mr. R. M. Dyer, who is the president of the Institute, Mr. L. J. Blackburn took the chair at the forty-eighth annual general meeting of the Institution of Engineers and Shipbuilders which was held last evening.

Addressing the meeting, the chairman, in reviewing the activities for the past year, said:

Gentlemen, our President, Mr. Dyer, has unfortunately been called away North and has asked me to convey to you his apology for being absent this evening.

The report and accounts have been in your hands for some time, and with your permission, we will take them as read.

Referring to the report you may have noticed that the total membership shown for 1931 is 360 as compared with 627 for 1929. This large difference is accounted for by the fact that our absent members' list has been written down from 308 to 26. We have in past years carried forward names of past members who have left the Colony and of whom no trace can now be found or who have not complied with the new rule relating to absent membership. The present figure 360 gives us a proper basis on which to gauge our strength.

It is gratifying to see an increase in the number of ordinary members, but we would invite stronger support from the engineers of the Colony.

It is with regret that we have to record the deaths of Messrs. D. E. Capplamen, W. Farmer, J. Roberts and H. E. Hendy.

The Library.

The library report needs little comment except that owing to its popularity, I would suggest that the incoming committee that they give a large grant, so that a larger number of new books could be purchased and more spent on the upkeep of the books already provided.

The Literary Council have again had hard work to obtain papers with which to entertain members, and I again appeal for new technical members and assistance in providing papers, a feature of the Institute which should not be lost. We have to thank Messrs. Middleton Smith and Geo. Buchanan for their interesting papers and also the Hongkong Electric Co. for allowing us to visit their North Point Station.

Regarding billiards, in view of the report, perhaps I had better remain quiet, except to mention that the tables are in good condition and we are promised several prizes for the coming season.

The house has been maintained in good condition, and our thanks are due to Mrs. G. Harman, for her help in arranging the ladies' room, etc. As you no doubt remember, 18 months ago the question of giving up a portion of these premises to effect economy was mooted, and I am pleased to be able to inform you that circumstances have improved somewhat, so that your Committee have entered into a two years lease for the whole premises, at a much more favourable rent.

The Finances.

The Treasurer's report gives a resume of increases and decreases in income and expenditure, so I do not propose to worry you with figures which are in front of you, except to point out that while the debit balance is shown at \$2071.32

we wrote off as depreciation on furniture, fixtures and library the sum of \$2,013.69—further, our cash balance shows an increase of \$1,308.79 over the 1929 figures. The first quarter of 1931 shows a considerable increase in profit and provided nothing drastic happens, 1931 should show a balance on the credit side.

The bar profits are down by \$1516.96 due to heavy increased cost caused by Exchange, which has not been fully charged to members, as our policy was to encourage a bigger turnover by keeping prices low and thus counterbalance the loss of percentage of profit.

Owing to the bank rate of interest being reduced, your Committee deemed it advisable to withdraw our fixed deposits and invest same in the Government Loan, which shows a better return and will show better in the next balance sheet. I trust this action has the approval of the members.

I do not think there is anything further that calls for comment, so I have pleasure in proposing the adoption of the Report and Balance Sheet as presented, and after this has been seconded, I shall be pleased to answer to the best of my ability any questions you may wish to put.

Mr. B. D. Evans seconded, and the report and balance sheet were adopted.

New Officers.

The following officials were elected for the ensuing year:

President, Mr. E. W. Blackmore; Vice-Presidents, Messrs. J. P. Ullerup and J. Dalziel; Hon. Secretary Mr. A. J. Landsberg; Hon. Treasurer, Mr. A. J. J. Martin; Managing Committee, Messrs. G. J. Harmon, P. T. Farrell, E. W. Blackmore, A. L. Landsberg, W. Russell, H. R. Latham, K. S. Robertson, F. P. R. James, L. J. Blackburn, A. Webster, G. F. Taylor and A. J. J. Martin; Messrs. Lowe, Bingham and Matthews were re-elected auditors.

Billiards prizes were presented to the following:

President's Cup—J. C. A. Middleton, 2, A. H. McBride; Highest Break, A. E. Silksone.

Vice President's Cup—J. A. E. Silksone; 2, P. T. Farrell; Highest Break, C. Bond.

G. C. Watson Competition—J. L. J. Blackburn; 2, W. B. Haslett.

Highest Break, P. T. Farrell.

"USE GOKETS"

(Coal Briquettes) Manufactured by

THE ASIA COAL & BRIQUETTING CO., LTD.

And Save Money.

One ton of "Gokets" does the work of 1½ tons of ordinary lump coal. "Steam Gokets." For steaming purposes. Also highly recommended for open fireplaces.

Ruling Cash Retail Price \$20 per ton ex Company's godown Hongkong or Kowloon.

"Household Gokets" Recommended for fireplaces and kitchen stoves and under boilers requiring a long flame.

Ruling Cash Retail Price \$20 per ton ex Company's godown Hongkong or Kowloon.

Delivery Charges.

Hong Kong:—(1) Peak districts (above Bowen Road) ... \$4.00 per ton.
(2) All roads above Caine Road and Bonham Road and below Bowen Road ... \$3.50 .. .
(3) Caine Road and Bonham Road \$3.25 .. .
(4) Pokfulam as far as Sassoon Road \$3.50 .. .
(5) Wan Chai and Causeway Bay (beyond City Hall) \$3.25 .. .
(6) Low Levels \$2.50 .. .

All parts of Tsim Sha Tsui, Yau Ma Tei, Mong Kok, Hung Hom, Kowloon City and Lai Chi Kok \$1.00 .. .

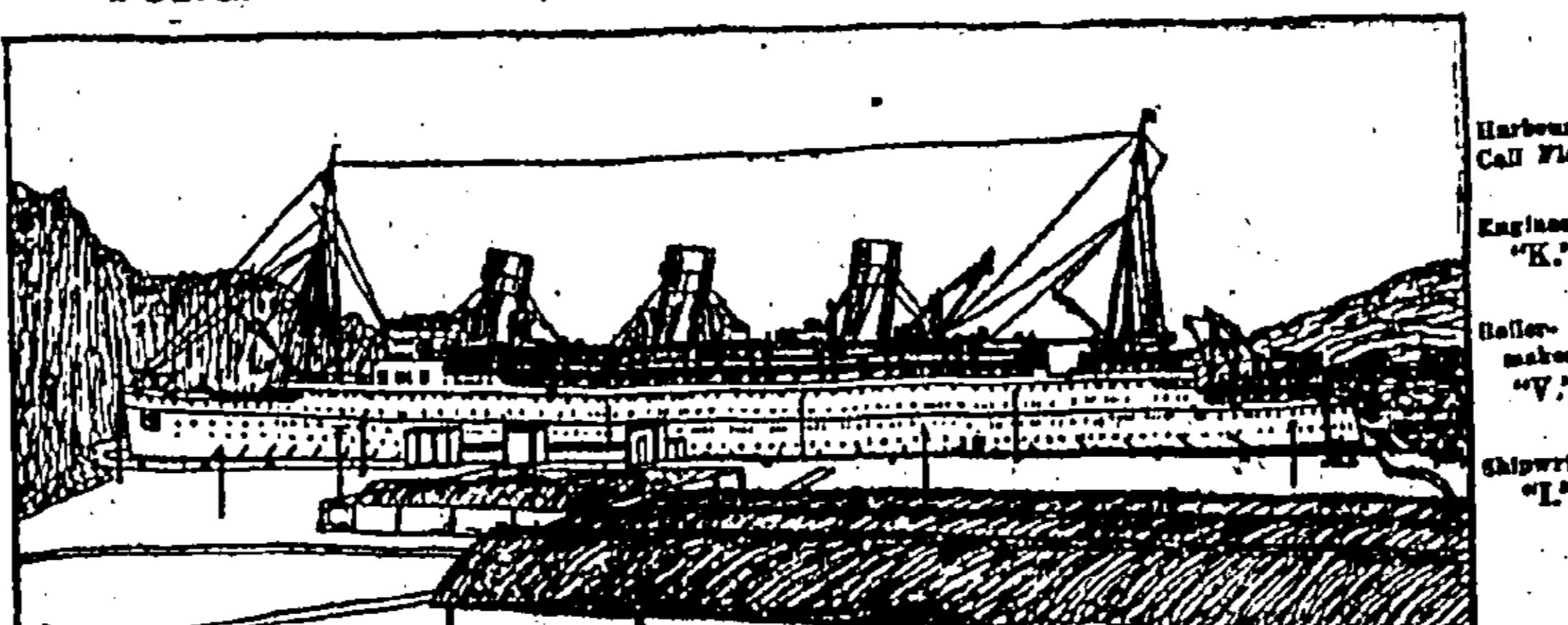
For delivery of lots less than one ton full delivery rates are charged.

Office:—China Building, 2nd floor. Telephone 21336.

Telephone 21336.

Head Office and Works: HONG KONG OFFICE 2022. KOWLOON DOCK 5555.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



In No. 1 Dock. Ship Dimensions—668'0" O. A. x 88'6" x 48'6" MM.

26,000 tons Gross.

The dimensions of No. 1 Dock are 707'0" x 88'6" x 30'6" Over all, H.W. O.S.T.

Salvage Tug "Henry Kewick," 2,000. I.H.P. Wireless Call Signal V.P.R.T. and Flag

Call Signal T.H.Q.H. Sheerlegs capable of lifting 88 tons. Codes Used: A1, A.B.C.

Fifth Edition: Engineering, First and Second Edition. Western Union, Bentley and

Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

CONSIGNEES' NOTICE.

SOUTHAMPTON, LONDON and From MIDDLEBROOK.

SOUTHAMPTON, LONDON and STRAITS.

The Steamship,

"BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

All claims will be submitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th April, 1931, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 1st May, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th April, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 10th April, 1931.

TRADE PROMOTION.

NANKING TO APPOINT COMMISSIONERS.

Nanking, Apr. 10.

The Ministry of Industry is reported to have decided to appoint Trade Commissioners to the more important cities in North America, Europe, the South Seas and Japan, for development of China's foreign trade.—*Reuter*.

Highest Break, L. J. Blackburn.

CENTRAL THEATRE

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

A 1931 Paramount Super-Production.

MARLENE DIETRICH

The new screen beauty whose resemblance to GRETA GARBO is the rage of two continents
in



MOROCCO

A Paramount Picture

Next Change

Beware a Laughing Lady, Men!



Booking at Anderson's & The Theatre. (Tel. 25720)

CHINESE BISHOPS.

THREE MORE APPOINTED BY THE POPE.

Peking, Apr. 8.
The news has been received here from the "Vatican City" that two Chinese Catholic priests have been appointed bishops by His Holiness Pope Pius XI.

The Rt. Rev. Joseph Chow, at present Professor of Philosophy in the Great Seminary of Peking, is nominated Bishop of Paotungfu.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

YESTERDAY'S UNION CHURCH OPENING.



H.E. the Governor speaking at the opening of the new Union Church in Kowloon last evening. (Photo: A. Fong).

SUNDAY CINEMA PERFORMANCES.

TEXT OF THE NEW BILL ISSUED.

London, Apr. 10.
The text is issued of a Bill to be introduced in the House of Commons by the Home Secretary, Mr. J. R. Clynes, before the recess, to deal with the Sunday opening of places of entertainment.

The Bill provides for licences to be granted by County or Borough Councils in England, after consulting local feeling, to permit the Sunday opening of places for musical or cinema entertainments, exhibitions and public debates.

Licences will be granted on condition that the profits will be paid to charitable objects approved by the council and that the workers employed are not deprived of one day's rest in a week.

The Bill does not give permission for stage plays.

Legal actions arising out of 17th and 18th Century Sunday Observance Acts are to be recalled.—British Wireless.

BRITISH BROADCAST PROGRESS.

NEW REGIONAL STATION TO BE OPENED SOON.

London, Apr. 10.
The new North regional transmitting station of the British Broadcasting Corporation near Swathwaite, on the Yorkshire Moors, will shortly commence transmissions.

The opening of the new station, erected at a cost of £160,000, marks the progress of the Corporation's plan to provide alternative programmes for owners of smaller and less expensive receiving sets by a system of high-power regional transmitters.

The north regional station, which is built on the same lines as the North London Station at Brookman's Park, will serve a thickly populated industrial area.

Besides taking a place in the general national scheme for alternative services, the regional programmes are representative of the cultural characteristics of each area, and the new station will be called on to interpret a part of England which, as "the North," is proud of its great Universities, world-famous orchestras and choirs, its native drama and literature, and its rich civic and industrial life.

Another regional station at Falkirk, in Scotland, is in course of erection.—British Wireless.

NINE DAYS WONDER AIR TRIP.

(Continued from Page 1.)

aeroplane for his own personal use, and he flew to Australia more with the object of saving time and passage money than to smash the record, though he thought he might as well make the attempt on Air-Commodore Kingsford Smith's wonderful time while he was about it.

At one time, Mr. Scott was in the Royal Air Force and he won the heavyweight and light-heavyweight boxing championships of the Air Service. He is 6ft. 1in. in height.

called on to interpret a part of England which, as "the North," is proud of its great Universities, world-famous orchestras and choirs, its native drama and literature, and its rich civic and industrial life.

Another regional station at Falkirk, in Scotland, is in course of erection.—British Wireless.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

Showing To-day

at 2.30, 5.10, 7.15
& 9.30 p.m.



PRICES	
Including Tax	
Loge Seats	\$2.20
Dress Circle	\$1.70
Back Stalls	\$1.10
Front Stalls	.50

Booking at the Theatre only

Tel. 25313 & 25330.

FOLLOW THRU

WITH CHARLES ROGERS NANCY CARROLL SCHWAB, MANDEL PRODUCTION
A Paramount Picture

The sparkling show that made America Golf-Conscious.

Patrons are requested to call for reserved seats fifteen minutes before commencement of performance. No reservations can be guaranteed after that hour.

ANNOUNCEMENTS

QUEEN'S FINAL SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



She danced into the hearts of men, this passion flower of the South Seas!

For her favours men risked their lives against monsters of the deep, and fought to the death against each other.

THE SEA BAT

with
Charles Bickford
Nils Asther
Raquel Torres
George F. Marion

A Wesley Ruggles Production.

ADDED ATTRACTION

NEWSREEL
HEARST
Metrotone News.

COMEDY
George Lyon

COMEDY
OUR GANG
in "BEAR SHOOTERS"

NEXT CHANGE

TUNE IN FOR A MILLION LAUGHS AND THRILLS!

WILLIAM HAINES in REMOTE CONTROL

How you'll roar! How you'll gape as Bill Haines traps a gang of desperadoes and wins a girl—all by radio!

with
CHARLES KING
MARY DORAN
JOHN MILJAN
POLLY MORAN
J. C. NUGENT

An.
EDWARD SEDGWICK
production



A Metro-Goldwyn-Mayer TALKING PICTURE